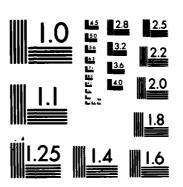
FLOOD CONTROL MINNESOTA RIYER MINNESOTA MANKATO-NORTH MANKATO-LE HILLIER. (U) CORPS OF ENGINEERS ST PAUL NN ST PAUL DISTRICT SEP 82 AD-8148 267 1/3 UNCLASSIFIED F/G 13/2 NL



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET

TRUNK HIGHWAY 60-BRIDGE

OVER THE MINNESOTA RIVER BETWEEN

MANKATO AND NORTH MANKATO

Copy available to DTIC does not permit fully legible reproduction

DEPARTMENT OF THE ARMY
St. Paul District, Corps of Engineers
St. Paul, Minnesota

September 1982

This document has been opproved for public resource distribution is supplied to the last state of the

84 04 18 01



DISCLAIMER NOTICE

THIS DOCUMENT IS BEST QUALITY PRACTICABLE. THE COPY FURNISHED TO DTIC CONTAINED A SIGNIFICANT NUMBER OF PAGES WHICH DO NOT REPRODUCE LEGIBLY.

UNCLASSIFIED

SECURITY CLASSIFICATION OF THIS PARE When Date Entered)

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
j	AD-A140267	
4. TITLE (and Subtitle) FLOOD CONTROL MINNES		5. TYPE OF REPORT & PERIOD COVERED
MINNESOTA MANKATO-NORTH MANKATO-LE		
SUPPLEMENT II-B TO THE FINAL ENVIR	RONMENTAL IMPACT	
STATEMENT FOR BRIDGE RELOCATIONS	ļ	6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s)		8. CONTRACT OR GRANT NUMBER(*)
	l	
9. PERFORMING ORGANIZATION NAME AND ADDRESS		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
U.S. ARMY ENGINEER DISTRICT, ST. I	PAUL	AREA & WORK UNIT NUMBERS
Environmental Resources Planning Division		
1135 USPO & Custom House, St. Paul	1, MN 55101	
11. CONTROLLING OFFICE NAME AND ADDRESS	-	12. REPORT DATE
		September 1982
	ļ	215 pages
14. MONITORING AGENCY NAME & ADDRESS(If differen	it from Controlling Office)	15. SECURITY CLASS. (of this report)
	l	Unclassified
	ŀ	154. DECLASSIFICATION/DOWNGRADING SCHEDULE
		SCHEDOLE
16. DISTRIBUTION STATEMENT (of this Report)		
Approved for public release; distr	cibution unlimite	ed.
		
17. DISTRIBUTION STATEMENT (of the abstract entered	in Block 20, if different from	an Report)
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary at	nd identify by block number)	· · · · · · · · · · · · · · · · · · ·
ENVIRONMENTAL IMPACT STATEMENTS		
FLOOD CONTROL		
MINNESOTA RIVER		•
BRIDGES		
HIGHWAYS		
20. ABSTRACT (Continue on reverse etch II recessary on The St. Paul District is currently		
Minnesota and Blud Earth Rivers to		
in Mankato, North Mankato, and Le		
works include the raising of bridg		
		nnesota River must be raised
or replaced to an elevation approx		

to clear the railroad on the Mankato side, an action requiring extensive work on the approaches to the bridge as well. Of several plans considered,

DD 1 JAN 73 1473 EDITION OF 1 NOV 65 IS OBSOLETE

SECURITY CLASSIFICATION OF THIS PAGE(When Date Entered,

Mankato on Beligrade Avenue at the same location as the existing bridge and connect to Mulberry Street one block north of Main Street, touching down between Second and Broad Streets. Adverse neighborhood impacts would be most severe in Mankato. Alternative 2A would begin in North Mankato on Range Street and connect to Warren Street at Pike Street in Mankato. Adverse neighborhood impacts would be most severe in North Mankato. Access patterns between the Central Business Districts of the two cities would be altered. After the public hearing for the supplement to the final environmental impact statement, a minor design change in Alternative ICA shifted the proposed bridge realignment 50 feet to the north on the Mankato side of the river. This modification, identified as Alternative ICC, has been tentatively selected because it better addresses identified public concerns and because it makes net positive contributions to the study objectives.

TABLE OF CONTENTS

		Page
Table	of Contents	111
Table	or contents	111
Title	and Abstract	1
1.00	SUMMARY	3
	Major Conclusions and Findings	3
	Areas of Controversy	4
	Unresolved Issues	6
	Relationship to Environmental Requirements Tiering	6 6
2.00	NEED FOR AND OBJECTIVES OF ACTION	. 9
	Study Authority	9
	Public Concerns	9
	Planning Objectives and Constraints	10
3.00	ALTERNATIVES	. 10
	Plans Eliminated from Further Study	10
	Location 1B (Belgrade-Main)	10
	Location 3 (Monroe-Madison) Location 2 (Range-Warren)	11 11
	Location 1 (Belgrade-Mulberry)	11
	Without Conditions (No-Action)	12
	Plans Considered in Detail	13
	Alternative 1CC (Belgrade-Mulberry)	13
	Alternative 2A (Range-Warren)	13
	Implementation Responsibilities	14
	Mitigation Requirements	14
	National Economic Development and Environmental Quality Objectives	16
	Tentatively Selected Plan	16
	Comparative Impacts of Alternatives	16
4.00	AFFECTED ENVIRONMENT	19
	Environmental Conditions	19
	Significant Concerns	20
	Displacements	20
	Neighborhoods	20
	Redevelopment Areas	21
	Business Districts	21 22
	Traffic Service and Safety Water Resources	22
	Noise	23
	Air Quality	23
	Parks	23
	Cultural Pagaureas	2.3

TABLE OF CONTENTS (Cont'd)

		Page
5.00	ENVIRONMENTAL EFFECTS	25
	Displacements	25
	Neighborhoods	28
	Washington Park	28
	Second Street	28
	Lincoln Park	29
	Nicollet	29
	River Drive	30
	Redevelopment Areas	30
	Mulberry	30
	Pike-Poplar	31
	Business Districts	32
	Mankato CBD	32
	Old Town	32 .
	North Mankato CBD	32
	Traffic Service and Safety	32
	Convenience and Access	32
	Design Elements - Safety	33
	Design Elements - Capacity	34
	System Continuity	34
	Maintenance of Traffic During Construction	35
	Water Resources	35
	Noise	35
	Front Street	37
	Second Street	37
	Broad Street	37
	Fourth Street	37
	Main Street	38
	Mulberry Street	38
	Warren Street	38
	Cedar Street	38
	Nicollet-Range: Portion Adjoining TH 169/60	39
	Nicollet-Range: Portion Away from TH 169/60	39
	Other	40
	Air Quality	40
	Parks	41
	Cultural Resources	42
6.00	PUBLIC INVOLVEMENT	43
	Public Involvement Program	43
	Required Coordination	43
	Statement Recipients	44
	Public Views and Responses	47
List	of Preparers	51

TABLE OF CONTENTS (Cont'd)

	Page
404(b)(1) Evaluation	53
Index, References and Appendixes	63
Appendix A Plates	A1
Appendix B Public Views and Responses	В1
Appendix C Glossary of Terms	C1
Appendix D MNDOT and FHWA Letters (Alt. 1DA)	D1
LIST OF TABLES	
A Relationship of Plans to Environmental Protection Statutes and Other Environmental Requirements	7
B Comparative Impact of Alternatives	17
C Existing Ambient Noise Levels and Noise Standards	24
D Displacement Impacts	26
E Noise Impact Assessment and Mitigation Measures	36

TECHNICAL REPORTS

Listed below are the technical reports prepared in conjunction with the study. Copies of these were distributed to concerned agencies with the draft supplement. The St. Paul District, Corps of Engineers, has copies of these reports on file and available for inspection.

Report Number	<u>Title</u>	
1	Present and Projected Traffic	Name of the last o
2	Geology and Soils	Accession For
3	Preliminary Noise Analysis	NTIS GRAMI DITO TAB Ub And STORY
4	Social and Economic Resources	Security of the same
5	Historic Resources	
6	Natural Resources	A-123

FINAL SUPPLEMENT II-B
TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
FLOOD CONTROL - PHASE I
(AS AMENDED 18 JANUARY 1972)

Proposed Plan for the Alteration or Relocation of the Main Street, Trunk Highway 60 Bridge over the Minnesota River between Mankato and North Mankato, Minnesota

The responsible lead agency is the U.S. Army Engineer District, St. Paul. The responsible cooperating agency is the Minnesota Department of Transportation.

Abstract: The St. Paul District is currently constructing flood control works on the Minnesota and Blue Earth Rivers to protect developed portions of the floodplain in Mankato, North Mankato, and Le Hillier from frequent flood damage. These works include the raising of bridges to clear the high water of the standard project flood. The Main Street bridge over the Minnesota River must be raised or replaced to an elevation approximately 30 feet above the existing bridge to clear the railroad on the Mankato side, an action requiring extensive work on the approaches to the bridge as well. Of several plans considered, two were selected for detailed study. Alternative ICC would begin in North Mankato on Belgrade Avenue at the same location as the existing bridge and connect to Mulberry Street one block north of Main Street, touching down between Second and Broad Streets. Adverse neighborhood impacts would be most severe in Mankato. Alternative 2A would begin in North Mankato on Range Street and connect to Warren Street at Pike Street in Mankato. Adverse neighborhood impacts would be most severe in North Mankato. Access patterns between the Central Business Districts of the two cities would be altered. After the public hearing for the supplement to the final environmental impact statement, a minor design change in Alternative ICA shifted the proposed bridge realignment 50 feet to the north on the Mankato side of the river. This modification, identified as Alternative ICC, has been tentatively selected because it better addresses identified public concerns and because it makes net positive contributions to the study objectives.

SEND YOUR COMMENTS TO THE
DISTRICT ENGINEER WITHIN 30 DAYS
AFTER THE NOTICE OF
AVAILABILITY APPEARS IN THE
FEDERAL REGISTER

If you would like further information on this statement please contact:

Mr. Wayne Knott Chief, Environmental Resources Branch Planning Division St. Paul District, Corps of Engineers 1135 U.S. Post Office and Custom House St. Paul, Minnesota 55101 Telephone (612) 725-7745

1.00 SUMMARY

Major Conclusions and Findings

- 1.01 Four potential locations for the replacement of the Main Street Bridge were analyzed. The alternatives were narrowed down to two designs: one connecting Belgrade Avenue in North Mankato to Mulberry Street in Mankato (Alternative 1CA), the other connecting Range Street in North Mankato to Warren Street in Mankato (Alternative 2A).
- 1.02 Following the public hearing for the supplement to the final environmental impact statement (EIS), Alternative ICA was modified because of comments made at the hearing, plus other comments from the Minnesota Department of Transportation, the City of Mankato, and affected property owners. Alternative ICC is identical to Alternative ICA, except that ICA would have been south of the center of Mulberry Street in Mankato and would have allowed the Burton Hotel to remain, although it would encroach on property of the National Bank of Commerce. Alternative ICC lies along the center of Mulberry Street, approximately 50 feet north of ICA, and requires acquisition of the Burton Hotel but does not encroach on the bank.
- 1.03 Alternative ICC is the National Economic Development (NED) plan because of its significantly lower capital cost and more efficient traffic service. Alternative 1CC is considered preferable to 1CA because of its design engineering superiority and because the Burton Hotel and its residents would not suffer the long-term negative effects of remaining in such proximity to the bridge (the hotel would be acquired and the residents relocated). Alternative 2A has less potential for loss of gross sales and employee payroll due to business displacements plus slightly greater overall development potential for redevelopment parcels adjoining the Mankato end of the alternative locations. Because of the relocation potential of the affected businesses, however, the net economic effect of these factors is minor compared to the capital cost and travel savings of Alternative 1CC. Both alternatives 1CC and 2A satisfy the primary objective of providing desired flood protection for the Mankato area in accordance with the project authorization. Both alternatives would benefit the Chicago and Northwestern Transportation Company (CNW) and motorists by eliminating the present at-grade rail crossing.
- 1.04 Alternatives 1CC and 2A have essentially equal impacts on the natural and cultural environment. While neither would have significant adverse environmental effects, they are not considered to make net positive contributions to Environmental Quality (EQ).
- 1.05 Since the net overall effect of other factors is essentially equal for 1CC and 2A, Alternative 1CC is the selected plan because of its significantly lower total cost and its superior design and location characteristics for traffic service and safety. While both alternatives would create adverse social impacts from resident displacement and neighborhood disruption (at different locations for each alternative), neither alternative would be significantly superior overall in terms of social impacts.

Areas of Controversy

- 1.06 Disagreement between Mankato and North Mankato residents about the alternative location is the major reason for the continuing controversy about the two alternatives. This disagreement centers on the question of which city, if either, would be more significantly harmed by potential adverse social and economic effects of displacements and neighborhood traffic impacts.
- 1.07 Both Mankato and North Mankato officially endorsed a Belgrade to Mulberry crossing in 1974, following initial feasibility studies for the bridge relocation. In April 1979, however, the Mankato City Council withdrew official support from the Belgrade-Mulberry location in favor of a neutral position pending final public hearings. The withdrawal of support was based on a concern for potential adverse impacts on Mankato neighborhoods, business districts, and redevelopment areas. At the 22 July 1981 public hearing, the City of Mankato stated its support of the Corps decision to select Alternative ICA, based upon that alternative's lower capital cost and the likelihood of local financing for the additional cost under 2A. At the public hearing, North Mankato also reiterated its support for the Belgrade-Mulberry crossing because that location has superior traffic service and design features, fewer total displacements, and relatively minor effects on the North Mankato neighborhoods and Central Business District.
- 1.08 Public opinion has centered primarily on neighborhood impacts, with Mankato residents primarily concerned with potential adverse effects in Mankato under Alternative 1CC and North Mankato residents primarily concerned with potential adverse effects in North Mankato under Alternative 2A. Residents of Mankato's Washington Park neighborhood, in particular, have expressed strong opposition to the Belgrade-Mulberry alignment. Residents of North Mankato's Nicollet neighborhood, by contrast, have expressed strong opposition to Alternative 2A. Petitions against each of the locations have been circulated (see Appendix B).
- 1.09 Another source of controversy was the retention of State Trunk Highway (TH) 60 designation on the Main Street bridge. Of economic concern to the adjoining cities and counties is the potential loss of trunk highway designation, whereby operation and maintenance of the structure would become a local rather than a State responsibility. MNDOT has indicated that retention of TH 60 designation would be acceptable for Alternative ICC, which would maintain full service connections with adequate design standards to the adjoining roadway sections currently designated as the TH 60 routing. If Alternative 2A were selected, ramp connections between the bridge and TH 169/60 to and from the south would be lost. MNDOT has found retention of trunk highway designation on Alternative 2A to be unacceptable due to the loss of system continuity to the south and its low design characteristics. MNDOT has indicated that under Alternative 2A, TH 60 routing would be relocated from North Front Street and Madison Avenue in Y mkato * the new TH 14 bypass at the north edge of the City.

- 1.10 During workshop meetings held with local officials in the spring of 1979 (see Appendix B, page B-8), Mankato participants expressed disagreement with initial estimates of the potential development value for redevelopment parcels in the vicinity of the Alternative 1CC and 2A bridge touchdown locations. Following the workshops, Corps representatives met with Mr. Phil Shealy, Assistant City Manager, and his staff to resolve the apparent differences. City development value assumptions for the land were accepted and used to calculate comparative market value and tax revenue estimates for the "Mulberry" and "Pike-Poplar" portions of the Key City Urban Renewal and Minnesota-Poplar Redevelopment areas, as described on page 30 and in Technical Report No. 4, "Social and Economic Resources." While these values do not represent actual development commitments, they are considered a reasonable estimate for comparative assessment of the alternatives.
- 1.11 During the Stage 2 evaluation of alternatives, the St. Paul District selected the "A" alignment on the Mankato side of the Belgrade-Mulberry alternative in order to avoid displacing the Burton Hotel (see pages 11-12). This decision was based on the opinion that sufficient, comparable low-income replacement housing was not available or likely to be available in the foreseeable future. Public opinion regarding the most appropriate long-term solution for the Burton Hotel, however, continued to be divided. Because of adverse access, traffic, and visual impacts on the Burton residents and businesses if the hotel remained, some believed the best long-term alternative would be to acquire the Burton and convert the portion of the property reremaining after bridge construction to a more compatible use. At that time, however, information was not available to indicate that current residents and business tenants of the Burton could be satisfactorily relocated or that the disruptions caused by relocation of the Burton would be outweighed by the benefits of removing it from such proximity to the 1CA alignment. the Corps preferred the "A" alignment until the EIS public hearing. Since the Belgrade-Mulberry alternative need not displace the Burton, however, the decision concerning the Burton Hotel was made separately from the selection of a preferred bridge location.
- 1.12 At the EIS public hearing, a number of comments concerned the Burton, again suggesting that it be relocated. Most notably, the Minnesota Department of Transportation (MNDOT) and the Burton's owner requested that the Corps reconsider the decision to select the "A" alignment. From a design engineering standpoint, MNDOT preferred the "C" alignment, which requires displacement of the Burton. A slight "S" curve originally was included in the 1CA alignment to avoid the Burton Hotel, and this alignment was acceptable, although less than optimum in terms of traffic engineering. Without overriding reasons for retaining the Burton Hotel, MNDOT preferred the straighter 1CC alignment. The Burton Hotel's owner also preferred Alternative ICC because he believed that the ICA alignment, which ran very close to his hotel, would cause significant noise and adverse aesthetic impacts that would harm his business. In addition, he was concerned that access to the Burton would be hampered by closure of Second Street. Because of these concerns, the Corps reevaluated the ICC alignment and determined that the major impediment to 1CC - relocation potential of the Burton residents - was not significant. Since the 1977 survey of potential relocatees, the characteristics of Burton Hotel residents have changed. The high proportion of

elderly persons living in this residential hotel has diminished considerably. In addition, the City of Mankato has increased its subsidized housing units to a level more than capable of providing for the remaining elderly, low-income tenants. Business owners and operators in and outside the Burton Hotel were also interviewed to determine their preferences, and the City of Mankato was consulted for its views. Based on all the information obtained, the St. Paul District determined that the "C" alignment (requiring relocation of the Burton Hotel) was now the preferred option.

Unresolved Issues

1.13 Controversy and disagreement continues over the potential impacts of the bridge alternatives, as described in the preceding section. To answer questions, help avoid misunderstandings, and facilitate a rational discussion of the alternatives, the Corps provided an informational office, informational meetings, workshops, and newsletters. The information provided in this supplement is part of the continuing effort. No matter which alternative was selected, certain neighborhoods and individuals would be subject to adverse impact. Efforts have been made to identify means to mitigate such effects (e.g., the recommended truck prohibitions on Broad and Fourth Streets). Minimizing the adverse effect of such highly emotional concerns as traffic noise can permit a more balanced decision that emphasizes the overall merits and demerits of the alternatives.

Relationship to Environmental Requirements

1.14 Table A presents the relationship of the detailed study alternatives to the requirements of Federal environmental laws, executive orders, and related policies; to State and local laws and policies; to local development plans; and to permits and other entitlements needed to implement the detailed plans. Terms used in the table should be interpreted as follows: full compliance — have met all requirements for the current stage of planning; partial compliance — have not met some of the requirements that are normally met at this stage of planning; non-compliance — violation of a requirement; and not applicable — no requirements for the current stage of planning. Under the Local Development Plan portion of the table, the terms "generally or partially consistent" are used. Because these local plans are not statutes, laws, or regulations as such, the "compliance" categories are not employed but the extent of agreement with the plans is noted because such agreement indicates the degree of compatibility with local planning.

Tiering

1.15 The Final Environmental Statement Minnesota River, Minnesota, Mankato-North Mankato-Le Hillier Flood Control Phase I (Amended December 1971) dealt with the overall project for flood protection involving levees, floodwalls, road relocations, interior drainage, and intermittent ponding. This Final Environmental Statement is available from: St. Paul District, Corps of Engineers, 1135 U.S. Post Office and Custom House, St. Paul, Minnesota 55101. Supplement II-B (prepared under the tiering concept outlined in the Council on Environmental Quality guidelines for implementing the National Environmental Policy Act, 40 CFR 1502.20) deals with the issues now ready for decision related to relocating the Main Street bridge over the Minnesota River.

Table A -- Relationship of Plans to Environmental Protection Statutes and Other Environmental Requirements (Selected Plan is Alternative 1CC)

	ALTERNATIVE	ALTERNATIVE 2A
Federal Policies		
Archaeological and Historic Preservation Act, as amended, 16 U.S.C. 469 <u>et seq</u> .	Full Compli	Lance
Clean Air Act, as amended, 42 U.S.C. 7401, et seq.	Full Comp1	iance
Clean Water Act, as amended (Federal Water Pollution Control Act), 33 U.S.C. 1251, et seq.	Full Compl	iance
Endangered Species Act, as amended, 16 U.S.C. 1531, et seq.	Full Complia	ance
Federal Highway Administration (FHWA) Design Noise Levels	Full Compli	ance ⁽¹⁾
Federal Water Project Recreation Act, as amended, 16 U.S.C. 460-1(12), et seq.	Full Compli	ance
Fish and Wildlife Coordination Act, as amended, 16 U.S.C. 661, et seq.	Full Comp1	iance
Floodplain Management, EO 11988	Full Complia	ance
Impacts on Prime and Unique Farmlands	Full Complia	ance
National Environmental Policy Act, as amended, 24 U.S.C. 4321, et seq.	Full Compl	iance
National Historic Preservation Act, as amended, 16 U.S.C. 470a, et seq.	Full Compli	lance
Protection and Enhancement of Environmental Quality, EO 11514	Full Complia	nce
Protection of Wetlands, EO 11990	Full Complia	nce
River and Harbor Act	Full Complian	nce
Uniform Relocation Act (P.L. 91-646)	Full Complia	nce

⁽¹⁾ Required coordination has been accomplished to date; however, standards in some cases will be exceeded. Therefore, mitigation or exceptions will be necessary.

Table A -- Relationship of Plans to Environmental Protection Statutes and Other Environmental Requirements (Cont.)

	ALTERNATIVE 1CC	ALTERNATIVE 2A
State and Local Policies		
Minnesota Environmental Policy Act	Full Compl:	iance
MNDOT Design Standards	Full Compliance (Desirable Standards)	Full Compliance (Minimum Standards)
Municipal Zoning Ordinances	Full Complian	nce
State Floodplain Management Program	Full Complian	nce
State Implementation Plan (Air Quality)	Full Compl:	iance
State NPC 2 Noise Standards	Full Complian	nce ⁽¹⁾
Local Development Plans		
Key City Urban Renewal Plan	Generally Cons	istent
Indian Memorial	Generally Cons	istent
Minnesota-Poplar Redevelopment Plan	Generally Consistent	Partially Consistent
N. Mankato Riverfront Park	Generally Consistent Allows Extension	Generally Consistent
Old Town Plan	Partially Con	sistent
Pike Street Extension	Generally Cons	istent
Entitlements		
State Water Quality Certificate (401)	Full Compli	ance
Coast Guard Bridge Permit	Not Applica	ble
DNR Work in Waters Permit (150)	Full Complian	nce

⁽¹⁾ Required coordination has been accomplished to date; however, standards in some cases will be exceeded. Therefore, mitigation or exceptions will be necessary.

2.00 NEED FOR AND OBJECTIVES OF ACTION

Study Authority

- 2.01 Public Law 85-500, 85th Congress, approved 3 July 1958, authorized the Minnesota River, Mankato-North Mankato-Le Hillier flood control project. The authority for the project specified standard project flood (SPF) protection for the project area and required alterations to the Chicago and Northwestern (CNW) Transportation Company bridges across the Blue Earth River at Federal expense. Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, modified the project to include changes, at complete Federal expense, to the Trunk Highway (TH) 169/60 highway bridges over the Blue Earth River and the Main Street bridge over the Minnesota River, including rights-of-way and changes to approaches and relocations required by the project and its present plan of protection.
- 2.02 The location and design of the bridge alterations were not discussed in the final environmental impact statement for the project (January 1972). This Final Supplement to the FEIS, one of three supplements prepared to cover the proposed bridge alterations, addresses alterations proposed for the Main Street bridge.

Public Concerns

- 2.03 Local interests and various government agencies, through public meetings, reports, and correspondence, provided their views on the objectives of the project. For the Main Street bridge, the following have been stated:
 - Provide flood protection.
 - Minimize disruption of existing conditions in the approach areas.
 - Maintain rail service on the Mankato side, but eliminate grade crossings.
 - Consider pedestrian safety and access on the river crossing and between neighborhoods and businesses in the approach areas.
 - Improve street access and service capabilities to the Mankato and North Mankato Central Business Districts, Old Town, Madison East Shopping Center, and Mankato State University.
 - Reduce or minimize traffic in residential neighborhoods and on North Front Street.
 - Restrict property takings to a minimum.
 - Minimize adverse property value impacts.
 - Improve and enhance business districts in North Mankato and Mankato.
 - Maintain integrity of neighborhoods.
 - Reduce traffic noise.
 - Design project elements for optimum capacity and safety.
 - Maintain continuity in highway systems.
 - Minimize traffic disruptions during construction,
 - Maintain Sioux Uprising historic site.
 - Give ample attention to aesthetic considerations in planning and construction.

(See page 47 and Appendix B for further details.)

Planning Objectives and Constraints

- 2.04 The Main Street bridge relocation is one of the remaining key elements in the nearly completed flood control system for the Mankato area. The primary objective of this proposed bridge relocation is therefore to provide flood protection. Its secondary objectives are to improve the bridge to current design standards and to provide adequate capacity for present and projected traffic demands, thereby enhancing traffic safety, circulation, and access to and between the adjoining communities. Such improvements should be developed in a way that avoids or minimizes adverse impact upon and that enhances where practicable, the social, economic, and natural environment of the site and adjoining neighborhoods.
- 2.05 Relocating the bridge in a highly developed urban area severely restricts the viable location alternatives and the ability to achieve desirable (in some cases minimally acceptable) design standards and characteristics. Suitable ties to the arterial roadway system must be maintained. The proximity to developed neighborhoods also dictates that some adverse effects would be unavoidable with any of the alternatives. Location of the CNW railroad along the eastern bank of the river requires that the relocated structure clear not only the floodwalls but also the adjoining railroad tracks. While this relocation provides the opportunity to eliminate the present undesirable railroad grade crossing, it also presents geometric design constraints and dictates the location of the touchdown or end points for the relocation alternatives. (See the following sections for additional details.)

3.00 ALTERNATIVES

Plans Eliminated From Further Study

- 3.01 The 1974 Bridge Location Study identified four feasible locations for replacement of the Main Street bridge. Early investigations in the current study confirmed that no other feasible locations exist.
- 3.02 Location 1B (Belgrade-Main) One of the original locations, Location 1B (connecting Belgrade Avenue in North Mankato to Main Street in Mankato), was found to be no longer feasible because of new developments along Main Street. Other design variations connecting to Main Street would require more right-of-way than would alternatives connecting to Mulberry Street. These variations also would neither reduce impacts nor provide better traffic service.

- 3.03 Location 3 (Monroe-Madison) Two alternatives that would extend from the vicinity of TH 169 and Monroe Avenue in North Mankato to Madison Avenue at North Front Street in Mankato were studied (3A and 3B). One, Alternative 3A, connected to Monroe Avenue and included an interchange with TH 169 on the left bank of the river. The other, 3B, did not connect to Monroe Avenue, but ended at an interchange with TH 169. Traffic analysis showed that, because these locations are removed from the Central Business Districts (CBD) of both cities, Alternatives 3A and 3B would not provide efficient travel service for a large and important portion of those who wish to cross the river in this area. Primarily because of this failing, this location was determined to be an unsuitable replacement for the existing bridge. Alternatives 3A and 3B were both eliminated from further study.
- 3.04 Location 2 (Range-Warren) Two alternatives were also considered that would connect Range Street in North Mankato with Warren and Cherry Streets in Mankato (2 and 2A). Alternative 2 would pass over Front Street, Pike Street, and the Milwaukee branchline tracks in addition to the CNW tracks. This design would provide poor connections to Pike Street, would be costly, and would have serious negative impacts along Cherry and Warren Streets. With the decline of rail service and customers beyond Cherry Street on the Milwaukee branchline, it would be feasible to have the bridge approach meet grade at the intersection of Pike and Warren Streets. This modification overcame the major disadvantages of Alternative 2 in Mankato. Because the revised plan, Alternative 2A, was judged to be far more desirable than Alternative 2, Alternative 2 was dropped from further consideration.
- 3.05 Location 1 (Belgrade-Mulberry) Alternatives at the Belgrade Avenue-Mulberry Street location consisted of two basic alignments (1A and 1C), with design variations in both North Mankato and Mankato (1AA, 1AC, 1CC and 1CA). Since all combinations of the variations were possible and would provide similar traffic circulation, it was appropriate to select one best combination on the basis of the relative social impacts and quality of traffic service.
- 3.06 One alignment, IA, would pass under TH 169 in North Mankato, would touch down in Mankato on the southern side of Mulberry Street, and would not require acquisition of the Burton Hotel but would have negative visual and access impacts on the hotel. On the North Mankato side of the river, two design variations were analyzed. One would avoid displacement of the isolated River Drive neighborhood; the other would displace it. The variation requiring the acquisition of the River Drive neighborhood was judged the more desirable because of the desirability of eliminating the developed use of this isolated parcel, plus the anticipation of no significant relocation difficulties, a net saving in construction and right-of-way costs, and an improvement in the traffic operational features of the interchange.
- 3.07 The second alignment, 1C, would pass over TH 169 and touch down along the center of Mulberry Street. This alignment would be superior to 1A in terms of traffic operations and long-term land-use relationships but would require acquisition of the Burton Hotel.

3.08 Because alignments 1A and 1C would occupy the same basic location, the design of the ends can be interchanged. These combinations form four distinct alternatives:

Alternative	No. Mankato Approach	Mankato Approach
1AA	Under TH 169	South edge of Mulberry Street
1AC	Under TH 169	Center of Mulberry Street
1CC	Over TH 169	Center of Mulberry Street
1CA	Over TH 169	South edge of Mulberry Street

- 3.09 The assessment of these alternatives revealed that Alternatives 1CC and 1CA were superior to Alternatives 1AA and 1AC in North Mankato because both 1C alignments would have fewer displacements, flatter grades, better ramp characteristics, reduced noise impacts, and a preferable construction bypass road alignment. In Mankato, the choice focused primarily on the disposition of the Burton Hotel, which has significance as a residence for senior citizens, students, and others with low incomes. Since sufficient replacement housing was apparently not available, Alternative 1AA or 1CA originally seemed to be the best alternatives for Mankato. Because the most popular alternative at that time in both cities was Alternative 1CA, it was selected as the most desirable and viable design alternative for the Belgrade-Mulberry location, thus eliminating Alternatives 1AA, 1AC, and 1CC. Additional information gathered after the public hearing (see p. 49) required a reconsideration of 1CC, which showed it to be preferable to 1CA for most of the affected parties. Therefore, 1CC is now considered the most favorable Location 1 alignment.
- 3.10 A fifth design alternative at the Belgrade-Mulberry location was also investigated to determine the feasibility of reducing construction costs by altering the design to avoid replacement of the existing TH 169 bridge over Belgrade Avenue. This alternative was designated Alternative 1DA, since it primarily affected the design on the North Mankato end of the crossing. The Minnesota Department of Transportation (MNDOT), with Federal Highway Administration (FHWA) concurrence, found Alternative 1DA to be "unacceptable" because of its "excessive" grades for the prevailing traffic conditions through ramp intersections and its substandard level of traffic service during projected traffic demands. (See Appendix D for details.) Alternative 1DA was thus eliminated from further consideration.

Without Conditions (No Action)

3.11 If the Main Street bridge is not modified, the flood control project, now largely completed, would not protect against the standard project flood (SPF). The SPF water surface elevation at the Main Street crossing for the overall flood control project depends on raising the bridges. If the bridges are not raised, they would act as dams, raising the water surface above the presently-constructed upstream barriers. This situation would seriously disrupt the communities and would be contrary to the legislation authorizing SPF protection.

3.12 To achieve SPF protection, either the existing flood barriers and levees or the bridges must be raised. Increasing the height of the flood barriers would require extensive reconstruction, increased base widths, and extremely greater costs. This action also would involve additional acquisition and other related problems, and the collection of ice and debris would still remain a material hazard due to the present low and restrictive profiles of the bridges. Thus, raising the bridges to complete the project is considered essential.

Plans Considered in Detail

- 3.13 Alternative ICC (Belgrade-Mulberry) Alternative ICC would connect Belgrade Avenue in North Mankato to Mulberry Street in Mankato. The new bridge would accommodate three travel lanes, a shoulder, and a sidewalk in each direction. The existing interchange with TH 169 on the North Mankato side would be reconstructed, with TH 169 realigned toward the river and lowered to pass under the new Belgrade Avenue approach to the bridge. New, improved ramps to TH 169 and ramp intersections with traffic signals at Belgrade Avenue would be constructed. River Drive north of Belgrade Avenue and the portion of Cedar Street between Wheeler and Belgrade Avenues would be closed.
- 3.14 On the Mankato side, the new crossing would pass over Pike-North Front Street connecting to the existing Mulberry Street between Second and Broad Streets. Access ramps would be provided to and from Second Street, although Second Street would be closed to through traffic. Mulberry Street would be widened from Second to Fourth Streets to accommodate four travel lanes. New traffic signals and intersection improvements would be required at the intersections of Mulberry with Broad and Fourth Streets. Roadway and intersection improvements on Main and Plum Streets between Pike-North Front and Second Streets would be required to facilitate traffic circulation, particularly truck movements, to and from Pike-North Front Street. On Madison Avenue, signal and intersection modifications at Fourth Street and bridge route signing would be installed to facilitate traffic flow between the bridge and the Mankato "Hilltop" area. Parking restrictions would be required on Mulberry Street and in the immediate vicinity of each of the above intersection modifications.
- 3.15 The proposed plan for Alternative 1CC is shown in Appendix A, Plate A-8.
- 3.16 Alternative 2A (Range-Warren) Alternative 2A would connect Range Street in North Mankato to Warren Street in Mankato. As with Alternative 1CC, the new bridge would accommodate three travel lanes, a shoulder and a sidewalk in each direction. The interchange with TH 169 in North Mankato would be relocated from Belgrade Avenue to Range Street, although the existing Belgrade underpass of TH 169 would be retained to provide access to the businesses and River Drive neighborhood located between TH 169 and the river. The new interchange ramps on the south would provide access to and from Lookout Drive, but not TH 169, due to the close proximity to the adjoining interchange. The ramps on the north would retain access to and from TH 169. TH 169 would require reconstruction (realignment and profile changes) from north of Belgrade Avenue to the vicinity of the North Star Bridge. Portions of Lookout Drive and the TH 169-Center Street connection would also require reconstruction.

- 3.17 Range Street in North Mankato would be widened to accommodate four travel lanes from TH 169 north to Wheeler Avenue. Belgrade Avenue would be widened from Range Street west to Cross Street, with signals and right-turn channels added at the Belgrade-Range intersection. Nicollet Avenue would dead-end in cul-de-sacs on each side of Range Street.
- 3.18 In Mankato, Warren Street would be reconstructed to accommodate two-directional traffic with a median separation from Pike to Second Streets. (Warren Street is currently one-way eastbound.) Pike Street would be reconstructed south of Cherry Street. The City of Mankato plans to extend Pike Street southeast from Warren Street to provide a direct connection into South Front Street. While the alignment of this connection has not been determined to date, the Pike-Warren intersection layout was developed to accommodate the southeast extension of Pike Street. This intersection would be raised approximately 5 feet, and traffic signals and turn lanes would be installed. Dual left-turn lanes would be required on the eastbound Warren Street and southbound Pike Street approaches. Site constraints dictate that an undesirable steep grade (4.8 percent) and roadway curvature (120, 30 feet) be used on the Warren Street bridge approach in order to accommodate an intersection at Pike Street.
- 3.19 The plan for Alternative 2A is shown in Appendix A. Plates A-16 and A-17.
- 3.20 <u>Implementation Responsibilities</u> The project authorization was modified by Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, to require the Main Street bridge replacement to be constructed entirely at Federal expense.
- 3.21 The Corps of Engineers has responsibility for financing and constructing the bridge replacement. Roadway and bridge design criteria are the responsibility of the Minnesota Department of Transportation. The bridge, when complete, will become the property of the State (Alternative 1CC) or local governments (Alternative 2A) for future operation and maintenance. Implementation of the recommended prohibition of trucks on Broad and Fourth Streets would be a responsibility of the City of Mankato.
- 3.22 <u>Mitigation Requirements</u> Some of the negative impacts of both alternatives can be mitigated by the application of appropriate procedures. Public Law 91-646, "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," provides procedures and funds for the relief of persons displaced by construction of a Federal project. Special relocation assistance needs of those households and businesses with potential relocation problems (See Table D) will be investigated in detail for the selected alternative in a Relocation Study Design Memorandum, which will be completed before initiation of right-of-way acquisition.

- 3.23 To minimize disruptions during construction, the contract specifications would include specific requirements for maintenance of traffic and performance of work directly affecting the public. Prerequisites for payment would be included in the construction contract where necessary to insure that these requirements are fulfilled. The impact of construction noise under either alternative can be minimized by restricting the hours of construction activity, using the quietest equipment available, using temporary noise barriers, and carefully muffling all equipment. Minnesota Standard Specifications for Highway Construction, Section 7, Subsection 17.C2, states that the contractor must comply with all applicable laws, ordinances, regulations, orders, and decrees in the performance of construction.
- 3.24 Potential water quality and aquatic life disturbances would be minimized by careful control of construction operations in the river and disposal of excavated sediments at approved disposal sites. Special precautions would be required under Alternative ICC for construction activities near the Mankato storm sewer outfall where sediment samples have shown a high lead content. See the Section 404(b)(1) Evaluation on pages 53 to 62. Provisions for storm-water drainage from the bridge to permit containment of toxic or hazardous material spills would be developed during the detailed design stage. Such plans would be developed in cooperation with the Minnesota Pollution Control Agency to meet requirements for bridge replacement certification under Section 401 of the Clean Water Act of 1977.
- 3.25 For Alternative 1CC, a through truck prohibition must be established on Fourth and Broad Streets north of Mulberry Street to mitigate the potential noise impacts of increased traffic in the Mankato Washington Park neighborhood. Trucks would be routed between the bridge and Pike-North Front Street (the current primary truck route) through the new Second Street ramps and the improved Main and Plum Street sections. With the prohibition, projected design year noise levels on Broad and Fourth Streets would remain at or near current levels. The removal of through trucks from this traffic flow would also improve the safety and appearance of these streets. A similar prohibition would be desirable under Alternative 2A.
- 3.26 Mitigation of adverse visual impact in the Mulberry Street area under Alternative 1CC would be accomplished to the extent possible by appropriate attention to the design of the structure and landscaping. To minimize the inconvenience to pedestrians and to replace lost parking, the space under the bridge approach could be developed to provide a pedestrian tie between Main Street and Old Town and also to provide replacement parking, primarily for use by the Mankato Regional Library and the Embers Restaurant.
- 3.27 Anticipated noise impacts on the Nicollet neighborhood under Alternative 2A can be partially mitigated by noise walls constructed along the TH 169 ramp bordering the neighborhood.

- 3.28 National Economic Development and Environmental Quality Aspects Alternative 1CC contributes more than Alternative 2A to National Economic Development (NED), because of its significantly lower capital cost and superior traffic service. Neither plan is superior in terms of other economic impacts. Both alternatives satisty the primary NED objective of providing the authorized flood protection for the Mankato area. Both alternatives would produce savings for the CNW and to motorists because of the elimination of the present at-grade rail crossing.
- 3.29 Alternatives ICC and 2A are essentially equal in terms of impacts on the natural and cultural environment. While neither would have significant adverse environmental effects, they would not have a net positive contribution to the Environmental Quality (EQ) objective. Therefore, either alternative can be considered the environmentally least damaging plan but not the EQ plan.
- 3.30 Tentatively Selected Plan Careful consideration of the features and impacts of the two plans, plus the application of a comparative "value methodology" procedure clearly demonstrated the superiority of Alternative 1CC over Alternative 2A. Alternative 1CC is preferred as the selected plan for the following reasons:
 - Alternative ICC has a significantly lower total cost.
 - Alternative 1CC has superior design and location characteristics for traffic service and safety, including retention of State trunk highway route designation.
 - Both alternatives would create adverse social impacts from resident displacement and from neighborhood disruption due to traffic changes, although such effects would occur at different locations. Because of the net overall effects and the good potential for mitigating relocation difficulties and potential adverse noise impacts on the neighborhoods, neither alternative should be dismissed or significently favored from a social impact basis.
 - Neither alternative would have significant adverse natural environmental impacts.
 - Workshop ratings of comparative impacts (excluding cost) by local,
 State and Corps officials and staff revealed a higher overall rating of the Location 1 alignment.
- 3.31 Comparative Impacts of Alternatives The impacts of Alternatives 1CC and 2A center on specific public issues and concerns: project costs, displacements, traffic service and safety, and impacts on neighborhoods, on redevelopment areas, and on existing business districts. Related environmental concerns include water resources, noise, air quality, parks, and historic sites. Comparative evaluation of these issues and concerns was conducted not only by the project staff but also by members of the staffs and City Councils of Mankato and North Mankato in special workshops. Table B summarizes comparative costs and impacts. (The following sections provide addition details on the impacts of the proposed action.)

'able B - Comparative Impact of Alternatives

·		
LMPACT CATEGORY	ALTERNATIVE 1CC BELGRADE-MULBERRY	ALTERNATIVE 2A RANGE-WARREN
(1)	BELGIARE - NOEBERKY	
ESTIMATED COSTS		
Capital (Federal)	\$ 19.6 million	\$ 24.9 million
Annual Maintenance and Operation	\$ 41,000 (State)	\$ 44,000 (Local)
DISPLACEMENTS	(2)	
Households	58 ⁽²⁾	40
Businesses	13 ⁽³⁾	10
TRAFFIC SERVICE & SAFETY		
Convenience and Access	Good overall; maintains traditional service.	Adequate, but alters traditional service with increased overall travel.
Design Elements	Meets desirable safety and capacity criteria.	Undesirable safety and capacity characteristics.
Maintenance of		
Traffic During Construction	Bypass road and at-grade intersection on TH 169.	Bypass road on TH 169. Pike and Warren Streets detours.
NEIGHBORHOOD AND NOISE IMPACTS		
Washington Park	Increased traffic; accelerated land use conversions adverse to neighborhood cohesion; reduced value for single-family residence, increased value for higher density residential and office use permitted by coning; potential significant noise increase requires truck prohibition to mitigate.	Less traffic growth; slower land use conversion; truck prohibition desirable to mitigate noise.
Second Street	Reduced traffic; slower conversion to business use; potential long term positive effect on residential stability, community cohesion and property values; slight decrease in noise levels.	Continues present trend of traffic growth and business conversion; minimal noise level changes.
Lincoln Park	No impact.	Potential for increased traffic.
Nicollet	No significant impact.	Loss of residences adverse to neighborhood cohesion; adverse visual and noise impacts (noise walls likely needed).
River Drive	Eliminated, consistent with City plans.	Remains isolated from remainder of City.

⁽¹⁾ Based on 1980 price levels.

⁽²⁾ Includes 18 apartments and 21 rooms in the Burton Hotel.

⁽³⁾ Includes the Burton Hotel and four separately leased businesseS within the hotel.



Table B - Comparative Impact of Alternatives (Cont.)

IMPACT CATEGORY	ALTERNATIVI ICC BELGRADE-MULBERKI	ALTERNATIVE 2A RANGE-WARREN
REDEVELOPMENT AREAS		
Mulberry	Displaces 13 businesses; limits redevelopment use (estimated potential \$3.0 million); visual impacts require special design measures. Redevelopment potential of Burton site is very good.	Estimated development potential \$4.9 million.
Pike-Poplar	No immediate stimulus, but retains entire area to development.	Immediate development stimulus, but three businesses and $1\frac{1}{2}$ acres of redevelopment land lost.
BUSINESS DISTRICTS		
Mankato CBD	Overall positive impact.	Overall positive impact.
Old Town	Special design features needed to mitigate potential adverse visual impacts and maintain pedestrian ties to CBD.	No significant impact.
North Mankato CBD	No significant impact.	Creates uncertainty for CBD viability and land use.
NATER RESOURCES	No significant impact. Special sediment disposal precaution required.	No significant impact.
AIR QUALITY	No significant impact.	No significant impact.
PARKS	l access alteration and potential enlargement, 1 indicates the direct impact (traction).	<pre>1 minor acquisition. 2 indirect (traffic).</pre>
HISTORIC SITES		
National Register Properties		
· • • • • • • • • • • • • • • • • • • •	No impact.	No impact.
Potentially Eligible Properties	No impact.	No impact.

4.00 AFFECTED ENVIRONMENT

Environmental Conditions

- 4.01 Mankato and North Mankato economically dominate a fairly prosperous, agriculture-oriented area. Together with the small unincorporated community of Le Hillier, the cities employ and house a population of about 44,000. Manufacture of agricultural products, small industries, sales and service organizations, construction, and related businesses and professions form the economic activities of the metropolitan region.
- 4.02 The bridge relocation area is highly developed. Land use patterns are generally consistent with existing zoning. In both cities, the various alternatives terminate at or near the Central Business Districts (CBD), where land uses consist of commercial developments, small manufacturing plants, and sales and service outlets. Immediately contiguous to the CBD's are residential and office-residential areas with single and multiple—family dwellings and apartments, schools, churches, parks and small offices.
- 4.03 The lower portions of both Mankato and North Mankato, including the existing and alternative Main Street Bridge locations, lie in the broad Minnesota River Valley. Valley floor elevations in the Main Street bridge vicinity are approximately 770 to 780 feet above sea level. The elevation of the relatively flat plain that surrounds the Mankato area atop the valley bluffs varies from approximately 1000 to 1100 feet above sea level.
- 4.04 The Minnesota River has high total hardness and turbidity levels and is subject to periods of high siltation. Benthos, clam, and fish studies indicate that the established aquatic communities tolerate the high turbidity and siltation. Nutrient levels are quite high, attributable to runoff from fertilized fields and waste water discharge. Water quality compliance with trace metal standards indicates a low level of industrial development. Analysis of polychlorinated biphenyl (PCB) and other chlorinated hydrocarbon levels from recent sediment cores taken by the U.S. Geological Survey in the project area indicate no presence of PCB "hot spots" (locations where the concentration is far above ambient levels). The only potential "hot spot" for heavy metals was found in the backwater area downstream from the existing Main Street Bridge. Two sediment cores taken at this location contained above normal lead levels, probably due to the Mankato storm sewer effluent pipe which enters the Minnesota River at that point.
- 4.05 Vegetation and wildlife are typical of disturbed, urban habitats in southern Minnesota. No federally-listed threatened or endangered flora or fauna are known to exist in the area. No major river pools or wetland areas occur in the potential impact area.
- 4.06 There are 23 properties listed on the National Register of Historic Places within the bridge relocation study area for the Main Street bridge replacement. Eight of these properties are individual listings. The remaining 15 properties make up the North Front Street Commercial District. An additional 36 properties considered "potentially eligible" for listing on the Register were also identified in the bridge relocation study area. No archaeological sites exist in the study area.

Significant Concerns

- 4.07 Five impact categories were specifically identified by public interests as significant concerns: displacements, neighborhoods, redevelopment areas, existing business districts, and traffic service and safety. Other concerns significant in terms of applicable laws, standards, and technical criteria include water resources, noise, air quality, parks, and historic sites. These concerns and their significance are summarized below.
- 4.08 <u>Displacements</u> Physical displacement of households and businesses is a concern not only because of direct relocation costs but also because of potential social, psychological, and financial hardships on those dislocated and because of the tax loss to the affected municipalities. The severity of the impact depends on the characteristics and relocation potential of those affected.
- 4.09 Neighborhoods Together with traffic changes, physical displacements can also directly or indirectly affect the character and cohesive nature of residential neighborhoods by altering traditional neighborhood ties and land use, and by affecting traffic and pedestrian safety, noise levels, aesthetics, and property values. Within the eight neighborhoods of Mankato and North Mankato potentially affected by the Main Street bridge alterations, five residential or mixed office-residential "sub-neighborhood" locations were identified as those most subject to impact from Alternatives ICC and 2A. These locations are the Washington Park, Second Street, and Lincoln Park areas of Mankato and the Nicollet and River Drive areas of North Mankato. Brief descriptions can be found on pages 12 and 26 of Design Memorandum No. 8, Part 1 and in Technical Report No. 4, "Social and Economic Resources."
 - Washington Park This area, which extends along Broad and Fourth Streets between Main and Madison Streets, embraces a mixture of single-and multi-family residences and office uses. Slightly over half of the housing units on each street are renter-occupied. Both the percentage of owner-occupied houses and number of non-residential structures have remained relatively constant during the 1970's. High turnover rates on Broad Street indicate a relatively non-cohesive neighborhood. Turnover on Fourth Street is slightly lower, particularly among renters, indicating a somewhat more stable neighborhood environment.
 - Lincoln Park This area is an essentially residential neighborhood, adjoining the CBD on the south, that would be subject to potential traffic impacts from the project. The area is a fully developed and mature area, with a mixture of single-family and multi-family units, slightly over half renter-occupied.
 - Nicollet This area, extending generally along the eastern portion of Nicollet Avenue near the Main Street bridge, is a stable and highly cohesive single-family residential neighborhood. Approximately two-thirds of the units are owner-occupied. The area has a high proportion of elderly residents.
 - River Drive This area, immediately downstream (north) of the existing Main Street bridge in North Mankato, contains ten single-family residences and one small manufacturer. The area is isolated from the remainder of North Mankato, and the City finds providing the area with municipal services difficult and costly.

- 4.10 Redevelopment Areas Portions of the Key City Urban Renewal Area and Minnesota-Poplar Street Redevelopment Area directly adjoin the Mankato end of the two detailed study bridge relocation alternatives. Mankato has expressed concern that the bridge relocations would significantly affect the redevelopment potential and resulting property tax value of these areas. Under either alternative, portions of currently vacant redevelopment parcels would be precluded from development, and previously developed parcels would be displaced by bridge ramps and approaches. Redevelopment potential of the remaining adjoining parcels would also be subject to change.
- 4.11 The portion of the Key City Urban Renewal Area adjoining the Mankato end of Alternative ICC has been designated the "Mulberry" redevelopment area for this study. Lying in the northern portion of the Mankato CBD, this area extends roughly from Front to Broad Streets along Mulberry Street and embraces, west of Second Street, the Burton Hotel, the Minnesota Valley Regional Library, and the new Holiday Inn. Part of the area has been acquired and held vacant by the City of Mankato for bridge access ramps (2.79 acres).
- 4.12 The Minnesota-Poplar Street Redevelopment Project has cleared and prepared land for light industrial and commercial use in the southwestern portion of the CBD adjacent to the Mankato end of Alternative 2A. Several new businesses have already located in the area, including Pfeiffers Plumbing and Heating and the Plumbery Home Center. Considerably more redevelopment is anticipated. This area, plus an adjoining triangular tract to the northeast between Pike Street and the CNW railroad tracks in the Key City Renewal Area, has been designated as the "Pike-Poplar" redevelopment area for this study. A city parking lot and a railroad depot currently occupy the triangular tract. Plans for commercial development of the site (as an extension of the Madison Mall opposite Pike Street to the east) are in negotiation between the City of Mankato and a private developer. As part of the project, the City is acquiring the Milwaukee rail branchline property adjoining Pike Street. Rail service on this branchline has been discontinued.
- 4.13 <u>Business Districts</u> Concern over accessibility and related economic and land use impacts extend beyond the immediate redevelopment tracts to the adjacent business districts of Mankato and North Mankato: the "downtowns" or Central Business Districts (CBD's) of each city and the "Old Town" shopping area of Mankato.
 - Mankato CBD Existing land use in the Mankato CBD comprises retail, service, and office facilities. The downtown area is generally regarded as being encompassed by Pike, Second, Main, and Warren Streets. The enclosed Mankato Mall shopping complex contains approximately 76 businesses, including Brett's Department Store, J.C. Penney Co., and assorted clothes stores, drug stores, restaurants and specialty shops. The success of the Mankato Mall has spurred adjacent redevelopment, such as a one-block pedestrian mall just south of the enclosed mall, three large parking ramps, and a major hotel complex (Holiday Inn) at the intersection of Main and Pike Streets, adjoining the Main Street bridge. Many new and/or expanded businesses demonstrate the continuing effort to re-establish the area as the principal local commercial center.

- 01d Town The "Old Fown" shopping area is generally considered to be the area adjacent to Front Street bounded by Plum Street, Second Street, and Madison Avenue. The Old Town area is bisected by a major traffic artery (North Front Street) connecting Madison Avenue and the Germania and Tourtelotte Park neighborhoods of Mankato with the present Main Street bridge and the downtown shopping district. The Old Town shopping area is distinctly different in function from the downtown shopping area, comprising mostly specialty shops. Old Town Neighborhood, Inc., a neighborhood association of merchants and residents, has developed a "Concept Plan" for improvement of the area. The primary element of this plan is renewal of the North Front Street Commercial Core through concentrated improvements to the streets and other public areas and through preservation and enhancement of historic structures within the Worth Front Street Commercial District, which is listed on the National Register of Historic Places. Although the Concept Plan has not been formally adopted by the Mankato City Council, it serves as the basis for the City of Mankato's multi-year (1979-1981) community development block grant program in the Old Town neighborhood. However, the City of Mankato is not implementing all of the Concept Plan proposals or recommended changes. In particular, the City does not plan to reduce Front Street to two lanes on the Western half of the current street width, with a landscaped median separating the traffic from diagonal parking. However, to reduce traffic congestion, Mankato does foresee the eventual elimination of parking along both sides of Front Street between Flum an! Rock as well as the development of off-street parking are as to surve the Front Street businesses.
- North Mankato CBD North Mankato's commercial area is concentrated within about 1½ blocks of the Main Street bridge, mainly along Belgrade Avenue. It is composed of neighborhood businesses such as a hardware store, laundromat, taverns, cafe, and bank. The Century Club Restaurant immediately adjacent to the Minnesota River is a prominent commercial feature in this area; it serves a clientele from a large regional trade area. The portion of the area zoned for CBD uses along Nicollet Avenue east of Range Street and adjoining the touchdown location for Alternative 2A remains occupied by single-family housing.
- 4.14 Traffic Service and Safety while the primary objective of the bridge relocation project is to complete the authorized (lood protection project, the major secondary objective is to provide safe and efficient vehicular and pedestrian traffic service to and between the adjoining communities. All alternatives have been developed to comply with minimum design standards. However, the characteristics and constraints of each location result in significant differences in the travel convenience and access, safety and capacity characteristics, roadway system continuity, and maintenance of traffic during construction afforded under the study alternatives. These differences form a major concern affecting the selection of a preferred alternative.

- 4.15 <u>Water Resources</u> The Minnesota River is the predominant natural resource of the study area. All relocation alternatives require construction activity in the river for new bridge piers. Regardless of the alternative selected, the primary concerns are provision of adequate construction procedures to minimize disturbance to the river as well as to avoid significant pollution from construction activities and provision of stormwater runoff controls in the bridge design to permit containment of toxic or hazardous material spills. Federal and State regulations require coordination with the agencies responsible for water resource management and pollution control.
- 4.16 The Minnesota River is quite turbid and has high concentrations of calcium, magnesium, and nutrients. Sediment samples taken near the Main Street bridge indicated a high lead content near the Mankato storm sewer outlet. No major river pools or wetland areas occur in the potential impact area. Groundwater in the project area has been developed for domestic, industrial, and municipal use. Municipal and industrial sources are primarily deep bedrock wells, with some supplemental municipal and private domestic shallow wells in the valley alluvium.
- 4.17 Noise Present noise levels in the area are generally within Federal Highway Administration (FHWA) design noise level standards, but State daytime and nighttime noise standards are exceeded (violated) throughout much of the area, as Table C indicates. Therefore, any substantial increases that cannot be mitigated would not be acceptable. While noise impacts are neighborhood concerns, they have been considered separately (in addition to other neighborhood impacts) because of the existing standards.
- 4.18 Air Quality Transportation-related air pollutants are not considered a problem in the Mankato area. However, Federal and State guidelines require a screening technique evaluation of potential "worst case" concentrations to insure that ambient air quality standards are not violated.
- 4.19 Parks Five Mankato parks and three North Mankato parks lie within the potential bridge impact area. These include Washington (3.5 acres), Hubbard (0.3 acres), Palmer Centennial (0.3 acres), Plaza (0.2 acres), and an unnamed park (0.2 acres) in Mankato, and Wheeler (12.5 acres), Wallyn (2.3 acres), and Riverview (1.8 acres) in North Mankato. (Street locations and facilities for each park are listed in Table 3 of the Location Study.) Recognizing the significance of parks to the human environment, Federal transportation policy prohibits the use of parkland as project land unless there is no feasible and prudent alternative. Potential traffic-related impacts were also identified as a public concern.
- 4.20 <u>Cultural Resources</u> Twenty potentially eligible historic standing structures, two structures listed on the National Register of Historic Places, and one National Register District are within the potential impact area of Alternative 1CC. No archaeological sites exist in the study area.

Table C -- Existing Ambient waise Levels and Noise Standards (dBA)

; •		DAYTIME (7 AM to 10 PM)	IME 10 PM)	NIGHTTIME (10 PM to 7 AM)	TIME o 7 AM)
LOCALION	guru07	$\frac{L_{10}}{}$	⁻²⁰	10	L ₅₀
Mankato					
N. Front Street	Business	73-76	69-29	70-72	63-65
N. Second Street	Business, Office-	64-66	56-58	57-59	46-48
N. Broad Street	Office-Residential	89-99	59-61	60-62	48-50
N. Fourth Street	Office-Residential	64-67	57-61	58-61	47-49
Main Street	Business, Office-	68-71	61-63	64-67	55-57
	Kesidential				
Mulberry Street	Business, Office- Residential	57-60	52-55	50-53	48-50
Warren Street	Business, Office- Residential	69-72	60-64	63-66	55-57
North Mankato					
TH 169	Business, Industrial 63-67 Residential	63-67	25-60	57-62	50-54
Belgrade Avenue	Business	02-99	60-64	60-65	53-58
Nicollet & Range	Residential, Business	55-59	51-55	44-48	39-42
Standards	Use				
FHWA	Residential Commercial	70* 75*	1 1	1 1	1 1
State	Residential (NAC-1) Commercial (NAC-2)	65 70	60 65	55 70	50 65

*Upper limit during design hour (P.M. Peak) traffic conditions.

4.21 Twelve potentially eligible historic standing structures and two structures listed on the National Register of Historic Places are within the potential impact area of Alternative 2A. No archaeological sites exist in the study area.

5.00 ENVIRONMENTAL EFFECTS

Displacements

- 5.01 Fifty-eight households and thirteen businesses would be displaced by Alternative 1CC. Forty households and ten businesses would be displaced by Alternative 2A. Characteristics and relocation potential of the displaced households and businesses are shown in Table D. This assessment is based on data collected in interviews with potentially affected owners and residents during 1978 and early 1979, and updated in 1981 for the Burton Hotel property.
- 5.02 Alternative 2A would displace 40 households, 39 in North Mankato, including 33 households in the Nicollet Avenue neighborhood--predominantly owner-occupied, single-family residences. Residential surveys indicated that over two-thirds of the owner occupants have lived in the same house for over 10 years and have strong personal and social neighborhood ties. An evaluation of age and income characteristics, present equity, estimated market values, and expressed relocation preferences in relation to housing and rental market conditions showed that three of the households would experience definite relocation problems. An additional 11 households have potential relocation problems, as Table D indicates. Under Alternative 1CC, 18 of the 58 household displacements would be in North Mankato, including 10 from the River Drive neighborhood. Eighteen of these households may be subject to potential relocation problems, as Table D indicates. Public Law 91-646, "The Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970" provides procedures and funds for the relief of persons displaced by construction of a Federal project. Special relocation assistance needs of the above households will be investigated in detail in the Relocation Study Design Memorandum for the alternative ultimately selected.
- 5.03 Alternative 2A would displace two less businesses than would Alternative 1CC, and it would be the least disruptive overall in terms of potential loss in gross sales, total employees affected, and potential loss in annual payroll.
- 5.04 Direct annual property tax losses for both Mankato and North Mankato because of property acquisition would be similar with either alternative. The potential loss represents approximately one-third of one percent of the taxes collected by the two communities.

Table D -- Displacement Impacts

AREA/CATEGORY	ALTERNATIVE 1CC BELGRADE-MULBERRY	ALTERNATIVE 2A RANGE-WARREN
Residential		
Structures Displaced	16	30
Single-Family Two-Family Multi-Family	14 0 2	23 5 2
Housing Units Displaced	58 ⁽¹⁾	43 (3 unoccupied)
Partial Taking Only	1	0
Households Displaced	58	40
Renter Owner Occupied	46 12	16 24
Low Income	42	23
Individuals Displaced	90	71
Elderly Minority Youth	20 0 16	23 1 10
Average Value of Owner- Occupied Residence	\$31,500	\$40,000
Average Monthly Rent for Renters	\$ 189	\$ 160
Household Relocation Potential*:	Owner Occupied Renters	Owner Occupied Renters
No Major Problem Anticipated	7 7	13 11
Potential Relocation Problem	4 14	8 3
Definite Relocation Problem		3 -
No Determination Possible		- 2

*Household relocation potential is based on an evaluation of resident age and income characteristics, present equity, estimated market values, and expressed relocation preferences in relation to present and projected housing and rental market conditions and public housing program characteristics.

(1) Includes numbers for the non-apartment portion of the Burton Hotel, although some units are transient.

See Technical Report No. 4, "Social and Economic Resources" for additional details.

Table D -- Displacement Impacts (Cont.)

AREA/CATEGORY	ALTERNATIVE 1CC BELGRADE-MULBERRY			ALTERNATIVE 2A RANGE-WARREN		
Business						
Structures Displaced	8			8		
Businesses Displaced	13			10		
Characteristics of Affected Businesses:	Reloca Good	ation Po	tential* Total	Reloca Good	tion Pot	ential* Total
Number	7	5	12	3	7	10
Gross Annual Sales (\$ Million)	8.5**	2.7	11.2**	0.8	1.5	2.3
% Total Mankato Area Sales	1.6**	0.5	2.1**	0.1	0.3	0.4
Employees:						
Full Time Part Time	90 <u>38</u>	78 <u>49</u>	168 <u>87</u>	31 1	24 <u>42</u>	55 <u>43</u>
TOTAL	128	127	255	32	66	98
Annual Employee Payroll (\$ Million)	1.1	0.7	1.8	0.3	0.3	0.6
% Total Mankato Area Payroll	2.0	1.3	3.3	0.6	0.6	1.2
Direct Annual Property Tax Loss***	Loss		% Total Taxes	Loss		% Total Taxes
Mankato	\$28,100		0.28	\$21,200		0.21
No. Mankato TOTAL	11,700 \$35,866		0.54 0.39	12,800 \$34,000		$\frac{0.58}{0.28}$

^{*}Relocation potential is based on interviews with affected merchants and local officials and on nature of business involved. "?" indicates questionable status.

See Technical Report No. 4, "Social and Economic Resources" for additional details.

^{**}Includes firm sales at non-displaced location that could not be separated from total.

^{***}Direct annual tax lost due to property acquisition only. Indirect tax loss due to property value changes or potential tax gains due to increased development are discussed in following sections for each affected area.

Neighborhoods

- 5.05 Washington Park Alternative ICA would adversely affect the Washington Park neighborhood due to the increased traffic on Broad and Fourth Streets. Closing Second Street at Mulberry and the eastward relocation of the bridge touchdown are expected to initially increase volumes by approximately 50 percent from current levels (5,000 to 5,500 vehicles per day), with an increase by the year 2000 of approximately 150 percent. These one-way, 44-foot wide streets are constructed to accommodate the anticipated increases. Parking can be retained on both sides of these streets except in the vicinity of their intersections with Madison Avenue and Mulberry Street. If the recommended truck prohibition is enacted, neighborhood noise levels should remain at or near current levels. Because of separate noise standards, noise impacts are treated separately (i.e., in addition to related neighborhood character and property value effects) in a later section.
- 5.06 The traffic increases are compatible with existing multiple-residence and office zoning and with the present minor arterial street designation of Broad and Fourth Streets. However, increased traffic would be incompatible with existing single-family residential uses, since it would likely accelerate conversions to higher density residential and office use and would further tend to increase the rental character of the neighborhood. Existing neighborhood cohesiveness would be adversely affected, with an immediate loss, or deceleration in rate of increase, of single-family residence property values. These traffic increases also would tend to increase economic value for office use and higher-density residential use, with a possible long-term gain in property tax yield.
- 5.07 Child and pedestrian safety near Washington Park are a prime concern of area residents. Traffic increases under Alternative ICC would increase the potential safety problem. Pedestrian approaches and location of facilities within the park must be carefully considered so that hazards to pedestrians can be significantly reduced. Adoption of the recommended truck prohibition on Fourth Street by the City would significantly reduce the potential safety hazard.
- 5.08 Alternative 2A would cause no significant change because of the bridge; however, traffic is expected to increase approximately 60 percent by the year 2000 from general growth. Alternative 2A would be generally compatible with existing zoning, land use, and minor arterial street designation of Fourth and Broad Streets. Conversion to higher density residential and office use would likely continue, but at a slower rate than with Alternative ICC. Truck traffic prohibitions on Broad and Fourth Street and pedestrian safety measures should also be considered for Alternative 2A.
- 5.09 <u>Second Street</u> With Alternative 1CC, closing Second Street at Mulberry to through traffic would eliminate Second Street as an access route to the CBD, reducing traffic by over 50 percent. Lower traffic volumes may harm some Second Street businesses (many of them located in converted residences) that benefit from being visible to passing customers. Generally, lower traffic

volumes would encourage the retention of residential land uses, but a slow transition to higher densities is expected to occur over the long run. Many single-family residences have already been subdivided into apartments. Such conversions are likely to continue even with the reduction in traffic. As neighborhood amenities and land values increase, Second Street would become potentially more attractive for high quality new apartment development. Removal of the Burton Hotel is also expected to stimulate redevelopment in the Second Street area.

- 5.10 Although the loss of traffic on Second Street would not be likely to change significantly the percentage of owner-occupied units (i.e., no reversal back to single-family owner-occupied residences is expected), the improvement in neighborhood amenities would likely increase residential stability and community cohesion over the long term. During the transition to higher densities, existing absentee-rental properties may remain in relatively poor condition. However, use for higher-density residential development should have a long-term positive effect on property values and property tax yield.
- 5.11 Alternative 2A would retain Second Street as an access route to the CBD, with a projected traffic increase of over 50 percent by the year 2000. This alternative would be generally compatible with existing zoning and recent improvements to Second Street. The present trend toward a change in character from low-density residential land uses to higher-density residential development and business uses would likely continue with Alternative 2A. Also, the proportion of owner-occupied housing would probably continue to decline.
- 5.12 A short-term increase in property values would probably occur faster with Alternative 2A than with Alternative 1CC because of commercial conversions; however, long-term values would likely attain a similar level. During the transition to higher intensity uses, existing absentee rental properties may remain in relatively poor condition.
- 5.13 <u>Lincoln Park</u> No impact on the Lincoln Park neighborhood is anticipated from Alternative 1CC. No direct impact is expected from Alternative 2A. However, peak period congestion in the nearby bridge touchdown area would likely cause some non-bridge traffic to seek alternative routes (e.g., Van Brunt and Willard Streets) through the neighborhood. This additional traffic would not significantly affect noise levels or property values, but it may create pedestrian safety problems.
- 5.14 <u>Nicollet</u> Alternative 1CC would have no significant impact on the character and cohesion of the Nicollet neighborhood.
- 5.15 Alternative 2A would convert approximately 5 acres of residential property to highway use. Residential properties on Nicollet Avenue east of Range Street would be isolated from the remainder of the neighborhood. Over the long run, these isolated residences would probably be displaced or converted to commercial uses, since the block is zoned (CBD) for commercial uses. Loss of 28 residential structures, increased noise levels, loss of trees, Range Street and ramp embankments (up to approximately 15 feet above existing grade),

partial loss of access to the neighborhood (via Nicollet Avenue and Range Street from Belgrade Avenue), and traffic impacts from a temporary T.H. 169 bypass during construction would all adversely affect the remaining residential properties west of Range Street, now a highly stable and cohesive residential neighborhood. These disruptions would probably adversely affect property values (initial decline, long-range deceleration in the rate of increase) and their resultant tax yields.

- 5.16 River Drive Alternative ICC would eliminate the River Drive neighborhood. Conversion of this existing residential and commercial area to highway and park use would be inconsistent with existing zoning but consistent with the desire of the City of North Mankato to relocate the isolated residences and to extend the proposed Riverview Park into the area. Relocation impacts on the displaced residents are discussed under "Displacements."
- 5.17 Alternative 2A would not significantly affect the River Drive neighborhood. This neighborhood would, however, remain isolated by TH 169 from the remainder of North Mankato. Present problems of providing city services to this isolated area would continue.

Redevelopment Areas

- 5.18 The combined potential development value of redevelopment parcels in the Mulberry and Pike-Poplar portions of the Key City Urban Renewal and Minnesota-Poplar Street Redevelopment areas would be an estimated \$400,000 greater with Alternative 2A than with Alternative 1CC. Such development would produce a net gain of approximately \$14,000 in annual property tax revenues to the City of Mankato.
- 5.19 <u>Mulberry</u> Under Alternative ICC, nine businesses (two incompatible with CBD zoning) would be displaced from the Mulberry-Plum Block. The Key City Renewal Plan included a bridge at this location, including acquisition of present open parcels, but not the additional acquisitions.
- 5.20 Redevelopment of parcels within the bridge access loops would likely be limited to public use (e.g., a small landscaped park or parking for the adjoining library). Redevelopment flexibility for parcels east of Second Street would be limited by access problems. Holiday Inn's decision to locate on a nearby development parcel was made in anticipation of a bridge at this location. The adjoining library also was located and designed to accommodate a bridge at this location.
- 5.21 The estimated potential development value of redevelopment parcels not taken by a bridge is \$3,000,000, with an estimated potential annual tax gain of \$70,000. Visual impacts would be significant due to the bridge structure and road fills. Special design measures would be necessary to help mitigate

such impacts, particularly on the library (e.g., compatible bridge type and material, landscaping, pedestrian tie to library, park development of area within loops—the latter could strengthen visual and functional ties to 01d Town on north).

- 5.22 Alternative 2A would make land previously acquired for bridge and ramps available for commercial (CBD) development and would avoid additional displacement of four businesses. Estimated potential development value of the redevelopment parcels is \$4,900,000, with an estimated potential annual tax gain of \$116,000, \$1,500,000 and \$46,000 greater, respectively, than values for Alternative 1CC.
- 5.23 Pike-Poplar Alternative 1CC would not immediately stimulate development of this area. However, it would retain the entire area for redevelopment and would retain good access to the area. An estimated potential annual tax gain of \$32,000 could be collected from redevelopment parcels that would be precluded from development with Alternative 2A but not with ICC. Also, ICC would avoid displacement of three existing businesses and isolation of Gamble-Robinson from the remainder of the industrial uses.
- 5.24 Alternative 2A would provide direct access to Pike Street at Warren Street, a positive development impetus for the Minnesota-Poplar Redevelopment Area. Because of this development stimulus, the development value and resultant tax benefits for the portion of this area not taken for bridge approaches would probably be realized at an earlier date than with Alternative ICC. However, nearly 1.55 acres of the redevelopment area would be lost because of roadway and embankments. The estimated potential development value of this land is \$1,400,000. The \$32,000 annual tax benefits from development of the taken portion would not be realized with Alternative 2A.
- 5.25 The Alternative 2A bridge and approach fills have significant scale and height. However, the areas impacted are not generally sensitive to such visual effects.

Business Districts

- 5.26 Mankato CBD The improved access and the greater bridge capacity from North Mankato provided by either alternative should have a positive overall impact, encouraging occupancy of vacant parcels, general redevelopment efforts, and an increase in overall property values and taxes.
- 5.27 Alternative 1CC's predominant right-hand turn access from the bridge to downtown parking lots is a slight advantage. Alternative 2A's predominant left-hand turn access from bridge to downtown parking lots and potential peak period congestion in touchdown areas would be a slight drawback. In addition, Alternative 2A would dislocate two existing CBD businesses.
- 5.28 Old Town The bridge location would have no appreciable effect on Front Street traffic volumes through the Old Town business district. Traffic is anticipated to increase somewhat with either alternative by the design year -- 30 percent under Alternative 1CC, 20 percent under Alternative 2A. Current and projected traffic levels for either alternative are inconsistent with the Old Town Concept Plan to reduce Front Street to two through-traffic lanes, but consistent with city and State designation as a major arterial and trunk highway. Traffic increases would be compatible with industrial and service land uses, but incompatible with retail (specialty shops) uses. Alternative ICC would tend to decrease the potential spill-over economic value of the CBD to Old Town. Old Town vehicular access by means of Second Street would be limited. Design would play a crucial role in the economic and aesthetic impact at this location. Particular attention to design details would be needed to mitigate potential adverse visual impacts and to maintain the pedestrian tie to the CBD.
- 5.29 North Mankato CBD Alternative 1CC would have no significant overall effect. It would reinforce existing auto-oriented businesses, with a slight positive effect on property values. Lowering the TH 169 roadway would have a positive visual impact.
- 5.30 Under Alternative 2A, the loss of businesses at Range Street and Belgrade Avenue could negatively affect business activity and viability of the remaining CBD. Rerouting traffic would also negatively affect the generally auto-oriented businesses on Belgrade Avenue. Alternative 2A would create uncertainty about the future of the CBD and land use plans, potentially producing a small, indirect tax loss due to a decrease in property values.

Traffic Service and Safety

5.31 Convenience and Access - Elimination of the railroad grade crossing at the Mankato end of the existing Main Street Bridge (part of both relocation alternatives) would eliminate traffic delays and congestion when trains pass by, including the frequent switching operations at the crossing. Lines of vehicles waiting for trains to pass commonly extend across the bridge onto the TH 169 ramps in North Mankato and into the Mankato CBD along Main, Pike, and North Front Streets. Elimination of the crossing would also improve railroad operating efficiency and eliminate the need for crossing guard protection, producing an estimated annual savings of \$110,000 for the CNW.

- 5.32 Because Alternative ICC is centrally located with respect to the origin points and destinations of most bridge users, it requires the least overall travel mileage. (Average annual mileage on the study system = 28.5 million vehicle miles.) It would provide direct access to the Mankato CBD, Old Town, and Central Areas, and it would be centrally located with respect to other destinations. Local access to blocks adjoining Second and Mulberry Streets would be made less convenient, but not eliminated, by ramps and the closing of Second Street.
- 5.33 In North Mankato, Alternative 1CC would maintain convenient access to the CBD and satisfactory access to other destinations. Northbound TH 169 access to and from Monroe Avenue would be lost. Alternative 1CC would maintain traditional pedestrian ties, convenient to both CBD's, the library and Old Town (approximate length between touchdowns = 2,000 feet; maximum grade 4 percent). Pedestrian access to the vicinity of Second and Mulberry Streets would be disrupted.
- 5.34 Compared to 1CA, Alternative 2A would be a less central location with respect to origin point and destinations of most bridge users. It would also require an additional average annual travel of 1.5 million vehicle miles (total on study system = 30.0 million). This alternative would provide direct access to Pike Street, the Mankato CBD, and the South Central and Hilltop South areas but less convenient access to other destinations. Access by means of the bridge to and from TH 169 south would be lost.
- 5.35 In North Mankato, Alternative 2A would limit access to the CBD and the adjoining Nicollet neighborhood. Belgrade-Range access to and from the south on TH 169 would be lost. Traditional pedestrian links would be altered. This alternative would retain an adequate North Mankato-Mankato CBD connection but would be inconvenient to the library and Old Town (approximate length between touchdowns = 2,500 feet; maximum grade = 4.8 percent). Alternative 2A, however, would create an opportunity to connect the bridge walkways to the Mankato Mall via the recently constructed parking ramp walkways over Pike Street near Cherry Street.
- 5.36 Design Elements Safety The maximum grades (4 percent on the Mankato side and 3.2 percent on the North Mankato side) on Alternative ICC would be steeper than desirable (2 percent), but the relatively flat horizontal curvature and adequate ramp spacing should permit relatively safe operating conditions with the signals.
- 5.37 The radius of curvature on Alternative 2A approaching Pike Street would be an absolute minimum for urban conditions and undesirable for a multilane facility with the high volume of predicted traffic. The undesirability would be compounded because the curvature would occur on intersection approach and would be combined with a steep grade (4.8 percent) and a dual left-turn lane. Sight distances would be restricted and stopping distances would be increased.

- 5.38 On the North Mankato side, the Alternative 2A grade (3.6 percent) would be slightly steeper than that of Alternative 1CC. The horizontal curvature would be flatter but intersection angles more skewed. The ramp terminals would be closer together, slightly reducing sight distances a less safe design than Alternative 1CC. Alternative 2A could be particularly hazardous in poor weather.
- 5.39 Apart from the bridge and its approaches, the city street standards are fairly uniform throughout the affected areas and overall safety conditions should be similar under either alternative.
- 5.40 Design Elements Capacity Under Alternative 1CC, design traffic volumes (V) at all intersections in the bridge touchdown area are expected to operate within design capacity (C_d) (i.e., V/C_d =1.0). Capacity limitations on Madison Avenue for the left-turn land into southbound Broad Street would likely result in alternative use of Second and Front Streets during peak periods. The total capacity is sufficient at design level for these left turns. Intersection modifications would be required at Fourth and Madison Streets to better accommodate the right turn from Fourth Street to Madison Avenue.
- 5.41 Design volumes under Alternative 2A at the Pike and Warren Streets touchdown intersection would exceed design capacity ($V/C_d=1.3$) and would be at possible capacity ($V/C_p=1.0$). Operation at possible capacity would be very congested, and some traffic would divert to other routes. Short left-turn lanes at the TH 169 interchange due to restricted ramp terminal separation would also limit capacity. Intersection modifications to better accommodate the right turn from Fourth Street to Madison Avenue would be desirable.
- 5.42 Existing deficiencies and continued traffic growth will require future improvements to the Park Lane interchange regardless of the Main Street bridge alternative chosen. However, traffic routed to the Park Lane interchange to go south on TH 169 under Alternative 2A would aggravate the capacity problem.
- 5.43 System Continuity Alternative ICC is compatible with the existing trunk highway and arterial system. It would retain TH 60 continuity through Mankato with only a minor modification: the trunk highway designation must be routed from the bridge by means of the Second-Main and Plum-Second Street loops between Front Street and the bridge. This alternative would end Second Street's current function as an access route to the CBD from the north (Second) is classified as a collector street.)
- 5.44 Alternative 2A is incompatible with the trunk highway system. The TH 60 connection through Mankato (including trunk highway designation on the bridge) would likely be lost since access between the bridge and TH 169/60 to the south would not be provided. Alternative 2A would retain a direct principal arterial (non-trunk) connection between Pike Street and TH 169 to the north.

- 5.45 Maintenance of Traffic During Construction Alternative ICC would require a temporary bypass (two construction seasons) of all traffic past the site of the Belgrade Avenue bridge over TH 169 during construction of the new bridge and approaches. It also would require an intersection with traffic signals between the TH 169 bypass road and Main Street bridge traffic. Sufficient capacity for the design hour can be provided. A temporary detour (2 to 4 weeks) of northbound off-ramp traffic during the final connection of the ramp to the new bridge would also be required. No significant effects on other streets are anticipated.
- 5.46 Alternative 2A would require a temporary bypass (two construction seasons) of all TH 169 traffic past the site of the new Range Street bridge over TH 169. After the new river bridge opens for traffic, the existing TH 169 bridge over Belgrade Avenue would be widened to accommodate the new acceleration and deceleration lanes. Four-lane, two-way traffic would be carried over a portion of the existing bridge during this time (estimated duration one to two construction seasons). The Center Street off-ramp would be closed during reconstruction of the bridge over southbound TH 169 for an estimated one to two construction seasons. Pike and Warren Street traffic would be detoured through Cherry and Front Streets during reconstruction of Pike and Warren Streets for one construction season.

Water Resources

- 5.47 Neither Alternative ICC nor 2A should have any significant impacts upon the water quality or aquatic ecosystems of the Minnesota River or ground—water resources of the area. Potential water quality and aquatic life disturbances can be minimized by careful control of construction operations in the river and disposal of excavated sediments at approved disposal sites. Alternative ICC will require special precautions for construction activities near the Mankato storm sewer outfall where sediment samples have shown a high lead content. See the Section 404(b)(1) Evaluation on pages to 62 and Technical Report No. 6, Natural Resources.
- 5.48 Provisions for stormwater drainage from the bridge to permit containment of toxic or hazardous material spills will be developed during the detailed design stage in cooperation with the Minnesota Pollution Control Agency to meet requirements for bridge replacement certification under Section 401 of the Clean Water Act of 1977.

Noise

5.49 Table E summarizes predicted design year noise levels and potential mitigation measures for ten potential traffic noise impact areas affected by the Main Street bridge relocation. Predicted noise levels at the nearest receiver locations for the two detailed study alternatives are compared to existing levels and to FHWA and State noise standards. (See Table C on page 24.) The number and types of sites in each area potentially exceeding (violating) the standards are shown as "Noise Impact Sites." Proposed abatement measures are shown, where applicable, with the type and number of sites to be protected. These impacts and proposed mitigative measures are tentative until final plans are developed. Each of the areas is discussed below.

Table E -- Noise Impact Assessment and Mitigation Measures

TIGALION	Proposed								Truck			Truck Probibition						Truck										Wall			Wall
PROPOSED MITIGATION	No. Sites Protected								94 (Day**)	92 (Day**)		30 (Day**)	66 (Day**)					5 (Day)										4			۳٥
SITES	ber Night	30	29	30	74	74	74	6	94/0* 94/94*	94/94	9	82/82*	•\$9/\$9	0	0	0	0	\$/\$	0	œ	so.	æ	s	ю	7	œ	::	10	O	С	œ
MPACT	Na Pa	30	£	30	74	o	74	0	94/0	94/0*	53	83/53*	•0/99	01	20	10	0	\$/0	0	01	10	10	-	-	7	8	7	m	0	0	€
MOTSE IMPACT SITES	Type	Com.	Com.	Com.	Res. 6	Res. &	Res. & Mixed	Res. &	Res. &	Res. 5	Res. 6	Res. 6	Kes.E	Com.	Com.	Com.		Res.		Res./	Res./	Res./ Cult.	Res.	Res.	Res.	Res.	Res.	Res.			Res.
2	Night	No.	S _O	S.	N _O	NO NO	No O	N _O	2	20	Š	No.	No.	Yes	Yes	Yes	Yes	N _o	Yes	No.	S.	S O	No.	2	N _O	No.	Š	No	Yes	Yes	N _o
STANDARDS MLT?	State Day Ni	No	Ñ	S O	No.	Yes	N O	Yes	/o/	No/ Yes	O.	No.	No/	S &	N _o	2	Yes	No/	Yes	N.	N _O	N.	No.	N _O	No	o,	No.	o _N	Yes	Yes	NO.
STANDA	Federal	Yes	No	N _O	Yes	Yes	Yes	Yes	/oN	Yes	Yes	No/	Yes	Yes	Yes	Yes	Yes	/oN	Yes	o _N	No	N _O	Yes	Yes	Yes	Yes	Yes	Yes	s Yes	s Yes	Yes
	20	19	67	99	8	45	52	47	54/52*	\$1/50*	49	56/54*	\$1/50	57	56	S.	48	\$2/51	48	57	83	62	51	51	89	5.1	S	Şę	low 40'	low 40'	53
ISE LEVE	Lio Night	7.2	76	22	89	99	19	S S	*65/29	•65/09	61	65/63•	62/61*	99	99	9	25	61/60*	53	99	89	70	09	88	65	09	63	64	50's mid 40's low 40's Yes	50's mid 40's low 40's Yes	63
PREDICTED NOISE LEVEL (YEAR 2000 - NEAREST RECEIVER)	17 L50	89	70	0,2	09	5.8	61	57	•65/29 •09/99	*65/09 *65/09	09	68/62* 65/63*	63/60	63	8	5 9	20	63/60*	5.1	4	67	69	57	99	99	9	62	62	low 50's n		89
PRI (YEAR 2)	110	75	78	22	9	70	67	64	74/63•	67/63*	67	16/66	10/65	11	74	74	09	12/65*	6.1	7.2	73	76	99	99	7.1	99	69	69	mid 50's low	mid 50's iow	7.0
	ALTERNATIVE	Existing	100	2.A	Existing	100	4.5 4.5	Existing	100	2A	Existing	100	2A	Existing	100	2.A	Existing	100	2A	Existing	100	7 .	Lxisting	100	23	Lxisting	100	K.	Lxisting	100	24
:	LAND USE.	Commercial			Residential,	a Mixed Use		Residential	aso navim h		Residential Mixed Use &	Recreational		Commercial			Residentiai			Residential -Cultural			Residential			Residential			Residential		
	IMPACE AREA	}	North of Main		Second Street			Broad Street			Fourth Street			Main Street	East of Second		Mulberry Strect	East of Broad		Marren Street			Cedar Street	TH 169		Micollet-Range	IN 169		Away from	607 111	

*00/00 denotes trucks/without trucks

"Sites protectable to below standards; all sites protectable to at or near existing levels

- 5.50 <u>Front Street</u> State standards are currently exceeded at the 30 commercial sites along Front Street, a major arterial route. Regardless of the alternative chosen, an increase of approximately 2 to 3 dBA is anticipated by the design year because of the expected traffic growth. Federal standards would be slightly exceeded, since the estimated current peak L_{10} level is at the Federal standard of 75 dBA for commercial sites. Mitigative measures would not be practicable because of Front Street's limited right-of-way and the need to maintain both local access and major arterial status.
- 5.51 Second Street Present noise levels slightly exceed both daytime and nighttime State noise standards for 74 residential and mixed residential-commercial sites along Second Street. Closing Second Street at Mulberry Street for Alternative 1CC would reduce Second Street noise levels by 1 to 3 dBA, meeting the daytime State standard. Alternative 2A would cause an increase of 1 to 3 dBA because non-bridge related traffic growth is anticipated. Federal standards would be met under either alternative. Relocation of the Burton Hotel would remove most of the residential sites, thereby reducing the impact of noise increases in this area.
- 5.52 Broad Stree: Daytime State noise standards are currently met in this area, but nighttime standards are slightly exceeded at some 94 residential and mixed office-residential sites along Broad Street, a one-way south-bound minor arterial. Without truck prohibitions, increases of 8 to 10 dBA in the day and 4 to 7 dBA at night would be expected with Alternative 1CC, primarily because of truck diversions from Front Street. Daytime increases of 3 dBA and nighttime increase of 2 to 4 dBA can be expected under Alternative 2A. Both daytime and nighttime standards would be exceeded at the 94 sites.
- 5.53 With truck prohibitions to avoid diversion from Front Street, noise levels would remain at or near current levels under either alternative; night standards would still be exceeded. Federal standards would be exceeded under Alternative 1CC without a truck prohibition but met in all other cases. City of Mankato adoption of a truck prohibition on Broad Street is recommended regardless of the alternative chosen.
- 5.54 Fourth Street Both daytime and nighttime State standards are currently exceeded at some 53 residential and mixed use sites, mostly along the north-west side of Fourth Street, a one-way, northbound minor arterial. Nighttime standards are exceeded at an additional 12 sites along the southeast side. Without truck prohibitions, increases of 8 to 10 dBA daytime and 4 to 6 dBA nighttime would be expected under Alternative 1CC. Both daytime and night-time standards would be exceeded at 82 residential and mixed use sites, with daytime standards exceeded at Washington Park. Increases of 3 to 5 dBA daytime and 1 to 3 nighttime would occur under Alternative 2A, with standards exceeded day and night at 65 sites, plus during the day at Washington Park.

- 5.55 With truck prohibitions to avoid diversion from Front Street, noise levels would remain at or near current levels under either alternative. Nighttime standards would continue to be slightly exceeded, while daytime standards would remain slightly exceeded under Alternative 1CC, with Alternative 2A levels at the daytime standard. Federal standards would be exceeded under Alternative 1CC without a truck prohibition but met in all other cases. City of Mankato adoption of a truck prohibition on Fourth Street is recommended regardless of the alternative chosen.
- 5.56 Main Street State daytime standards are currently exceeded for some 10 commercial sites along Main Street, a minor arterial. Daytime levels can be expected to increase by approximately 2 to 3 dBA under either alternative due to traffic growth. Nighttime levels should remain at or near current levels. Both alternatives would meet Federal standards.
- 5.57 <u>Mulberry Street</u> Current noise levels are within State and Federal standards. Without a truck prohibition on Broad and Fourth Streets, Alternative 1CA would cause daytime increases of 12 to 13 dBA and nighttime increases of 4 to 9 dBA, raising levels above both State and Federal standards for the five residences on Mulberry between Broad and Fourth Streets. With the truck prohibitions, the increases would be 5 to 10 dBA daytime and 3 to 8 dBA nighttime, meeting Federal and State daytime standards but exceeding State nighttime standards for residences by 1 to 6 dBA. The residences are expected to be converted to office use, consistent with current zoning for the area. In such an event, the State standards would not be exceeded. Under Alternative 2A, noise levels would remain at or near current levels.
- 5.58 Warren Street State and Federal standards are currently exceeded at eight residential sites and two cultural buildings (daytime only) on Warren, a one-way eastbound minor arterial. Non-bridge-related traffic growth is expected to increase design year noise levels by an estimated 1 to 3 dBA under Alternative 1CC. Traffic increases under Alternative 2A would increase design year noise levels by 4 to 5 dBA. The eight residential uses are subject to future conversion to office use, consistent with existing zoning and their location on an arterial street adjoining the Central Business District.
- 5.59 <u>Cedar Street</u> Noise from TH 169 mainline and ramps to Belgrade currently exceeds State standards at one residence during the day and at four residences during the night. Under Alternative ICC, relocation of the ramp would displace three residences, with design year noise levels at the nearest remaining residence at or near current levels despite increased traffic. One residence in the day and three residences at night would experience levels slightly above standard. Federal standards would continue to be met. Under Alternative 2A, normal traffic increases by the design year would increase noise levels by 4 to 9 dBA, with State standards exceeded at seven residential sites. The Federal standard would also be slightly exceeded. Noise shielding appears impracticable with either alternative in view of the roadway profiles, local topography, and space limitations.

- 5.60 During construction of Alternative 1CC, a proposed bypass road would increase noise levels at the nearest receptor by up to 6 to 8 dBA, with peak daytime levels L_{10} = 70 dBA and peak nighttime L_{10} = 66 dBA, exceeding State standards.
- 5.61 Nicollet-Range: Portion Adjoining TH 169/60 State standards are currently exceeded at three residences daytime and eight residences nighttime adjoining TH 169/60. Under Alternative ICC, traffic growth would increase design year levels by 2 to 3 dBA daytime and 3 to 4 dBA nighttime. As a result, an estimated four additional residences during the day and three additional residences during the night would experience noise levels in excess of the standard.
- 5.62 Alternative 2A would displace seven of the eight sites presently exceeding State standards. However, noise levels at the nearest remaining residences would increase to levels similar to the current nearest residences, with three residences during the day and ten residences during the night experiencing noise levels greater than the standard. The remaining six residences are in the CBD zone and are likely to be converted or displaced for business use in the future.
- 5.63 Neither alternative would exceed Federal standards. However, during construction of Alternative 2A, a proposed bypass road would increase noise levels at the nearest receptor by up to 15 to 20 dBA, with peak daytime $L_{10} = 74$ dBA (above Federal standard) and peak nighttime $L_{10} = 69$ dBA.
- 5.64 Nicollet-Range: Portion Away from TH 169/60 Current L10 noise levels (dBA) are mid-50's in the day and mid-40's at night, well within State and Federal standards. Alternative ICC would not affect these levels. Alternative 2A would increase noise levels up to 10 to 15 dBA daytime and nighttime at the nearest receptor, with increases of 5 to 10 dBA throughout much of the area. An estimated three residences in the day and eight residences at night would experience levels exceeding State standards. Construction of a noise barrier to abate the anticipated noise increases along Range Street and the southbound ramp to Lookout Drive should be considered in the detailed design studies. However, detailed evaluation of cost and neighborhood aesthetic considerations along the elevated Range Street southbound ramp section could make a noise barrier impracticable.
- 5.65 Under Alternative 2A, a bypass road during construction would produce noise levels of up to L_{10} = 74 day/69 night and L_{50} = 67 day/61 night at the nearest receptor in this area, or approximately 15 to 20 dBA above current levels.

5.66 Other - Typical construction noise disturbance (e.g., from hauling construction materials and pile driving) can be expected in the adjoining areas with any of the alternatives. Such impacts can be minimized by restricting the hours of construction activity, utilizing the quietest equipment available, construction of temporary barriers, and by carefully muffling all equipment.

Air Quality

- 5.67 The proposed improvement (either alternative) is not anticipated to have significant air quality impacts and is considered consistent with the approved State Implementation Plan (SIP).
- 5.68 The project does not require an indirect source assessment and permit from the Minnesota Pollution Control Agency (MPCA) since:
 - Mankato is not within a Standard Metropolitan Statistical Area (SMSA).
 - The project is a modification of an existing roadway with a projected daily traffic increase of less than 10,000 vehicles in the 10 years following construction.

Furthermore, prior consultation with MPCA is considered to be accomplished because of an MPCA Memorandum of Understanding with the Minnesota Department of Transportation.

- 5.69 The U.S. Environmental Protection Agency's screening procedures in "Guidelines for Air Quality Maintenance Planning and Analysis, Volume 9 (Revised): Evaluating Indirect Sources," September 1978, were used to estimate peak carbon monoxide (CO) concentrations at the nearest receptors along this project. The screening procedure "worst case" assumptions include a 1 meter per second wind at a 6° angle to the roadway, a Pasquall-Gifford stability classification of "D", and 20 percent cold starts at an ambient temperature of 20° F.
- 5.70 Peak CO concentrations were estimated for the selected plan (Alternative 1CC) at the two receptor sites nearest the intersection with the highest traffic volumes and volume to capacity ratio (Front Street and Plum Street intersection). This intersection was selected as having the greatest potential for traffic delay and congestion and therefore the greatest potential for exceeding air quality standards (i.e., if standards are met at this "worst case" location, they would be met at all other locations). The estimated 1985 (year of completion) and 1995 peak 1-hour and 8-hour concentrations, including background, are within the Federal standards for CO of 35 ppm and 9 ppm and Minnesota standards of 30 ppm and 9 ppm, as shown below:

•		Receptor A	1985 Receptor B	Receptor A	995 Receptor B
Peak 1-hour CO Concentration	(ppm)	10.5	17.9	6.8	12.9
Peak 8-hour CO Concentration	(ppm)	5.1	8.0	3.6	6.0

5.71 In addition, a similar analysis of the two nearest receptor sites that would adjoin the temporary intersection of Belgrade Avenue and the proposed TH 169 bypass road during construction (1983-1985) estimated "worst case" levels to fall within Federal and State standards, as follows:

	Receptor A	Receptor B
Peak 1-hour CO Concentration (ppm)	14.3	14.1
Peak 8-hour CO Concentration (ppm)	6.7	6.4

5.72 An analysis of airborne lead from this project indicates no violations of the lead standard. The airborne lead concentration at the nearest critical receptor along the proposed project was analyzed using a procedure based upon a 31 January 1978 MNDOT memorandum, "Proposed National Ambient Air Quality Standard for Lead." No violation of the lead standard (1.50 micrograms per cubic meter) was indicated. The highest concentration after completion of construction was estimated at 0.3 micrograms per cubic meter.

Parks

5.73 Although no publicly owned parklands would be required for street or bridge right-of-way under Alternative 1CC, two publicly owned parks would be affected. Washington Park in Mankato would be adversely affected by increased traffic on Fourth Street. Projected traffic levels would be incompatible with the active use of the playgrounds in this neighborhood park. Neighborhood ties and pedestrian access to the park would also be adversely affected. Adoption of the recommended truck prohibition on Fourth Street would help minimize the potential safety hazard and avoid adverse noise impacts In North Mankato, vehicular access to the proposed Riverview Park would be shifted from River Drive, as originally proposed, to a new entrance road from the north by means of Webster Avenue and the TH 169 east frontage road. However, elimination of the River Drive neighborhood under Alternative 1CC would allow the city to extend Riverview Park southward. The extension would facilitate the connection of the bikeway and pedestrian sidewalk on the bridge with the proposed recreational trail along the river northward through the park. Adoption of the necessary revisions to the park plans has been withheld pending resolution of the bridge relocation project.

5.74 Under Alternative 2A, a small tract proposed for park development by the City of Mankato would be acquired for the widening of Warren Street. Loss of 0.2-acre tract, which is excess street right-of-way acquired in the recent City reconstruction of Warren Street, is not considered significant to the overall City park system. Two other Mankato parks would be indirectly adversely affected by Alternative 2A. Washington Park would be subject to increased traffic along Fourth Street, but to a lesser extent than with Alternative 1CC, as discussed under neighborhood impacts. Palmer Centennial Park, a small urban open space that contains flower gardens but no active recreation facilities, would be subject to minor adverse impact from increased traffic activity along Warren and Broad Streets adjoining the park.

Cultural Resources

- 5.75 As of 28 January 1983, no sites listed on or eligible for inclusion on the National Register of Historic Places would be impacted by selection of Alternative ICC. One structure that was previously considered potentially eligible and that was planned for removal under this alternative has been determined non-significant.
- 5.76 In addition, no sites listed on or determined eligible for inclusion on the National Register would be impacted by selection of Alternative 2A. Two structures previously considered potentially eligible and planned for removal under this alternative have been determined non-significant.
- 5.77 Neither Alternative 1CC nor 2A would affect any known archaeological sites. However, archaeological remains associated with 19th century Mankato may be uncovered during construction. These remains are currently inaccessible using standard archaeological testing techniques. An archaeologist would be present during construction to field-review the project area for such historic remains.

6.00 PUBLIC INVOLVEMENT

Public Involvement Program

6.01 The St. Paul District, Corps of Engineers, has conducted this study, with the Minnesota Department of Transportation functioning as a cooperating agency. As required by guidelines of the Council on Environmental Quality (40 CFR 1501.7), scoping was conducted as a part of the ongoing coordination and public involvement. A cooperative working arrangement has been maintained with the Cities of Mankato and North Mankato. The Chicago and North Western Transportation Company and the Chicago, Milwaukee, St. Paul and Pacific Railroad were contacted about possible effects on railroad facilities and operations. Coordination with the other involved local, State, and Federal agencies was maintained through correspondence, briefings, and the project newsletter. Direct working relationships were also maintained with private utility companies having facilities in the project area.

6.02 The views of the public have been actively solicited during this study. Individuals, groups, civic organizations, and governmental bodies were involved in the study through a broadly-based public information program with regular communications on project matters.

6.03 Elements of the public information program included:

- A local public information office
- Periodic newsletters
- News media coverage
- Public information meetings
- Interviews with citizens directly affected by potential property acquisitions
- City Council and staff workshops
- Presentations to interested civic organizations
- Circulation and review of the Draft Supplement to the FEIS
- EIS public hearing
- Open house meeting to present design and features of the selected plan

6.04 The overall public information program covered the entire project (all three affected bridge crossings). Specific public information releases dealt with each of the three separate bridge locations, as appropriate.

Required Coordination

6.05 Following completion of this final supplement to the FEIS, it will be necessary to secure permits from the Minnesota Department of Natural Resources and the Corps of Engineers.

6.06 Obtaining a State Water Quality Certificate for the discharge of dredged or fill m crial into waters of the United States would comply with Section 404 of the Clean Water Act. State certification will be requested before construction. A Section 404 Public Notice was issued with the Design Memorandum and Draft Supplements, and an opportunity was provided to address Section 404 issues at the project public hearing. No remaining issues were identified through the public hearing.

6.07 During construction, all of the agencies having direct concern with the work will be kept informed. A regularly scheduled series of progress meetings to which all concerned would be invited may prove most effective for this purpose.

Statement Recipients

6.08 The Draft Supplement EIS was sent to the following for review and comment:

Senator David Durenberger - Minnesota Senator Rudy Boschwitz - Minnesota Representative Thomas Hagedorn - Minnesota Representative Bill Frenzel - Minnesota Honorable Albert H. Quie - Governor of Minnesota

Federal Agencies

United States Department of Interior
United States Fish and Wildlife Service, Field Office
United States Fish and Wildlife Service, Regional Office
Assistant Secretary for Program Policy
Acting Assistant Director, United States Geological Survey
United States Geological Survey, Conservation Division, Area Water Power
Bureau of Indian Affairs
Heritage Conservation and Recreation Service

United States Department of Transportation
Federal Highway Administration, St. Paul, Minnesota
Second Coast Guard District, St. Louis, Missouri
Federal Highway Administration, Homewood, Illinois

United States Department of Agriculture

Eastern Region Forest Service

United States Forest Service

Soil Conservation Service, River Basin Planning Branch

Soil Conservation Service, Minnesota State Conservationist

United States Department of Commerce

Deputy Assistant Secretary for Environmental Affairs

Deputy Assistant Secretary for Regulatory Policy

Economic Development Representative, Duluth, Minnesota

National Oceanic and Atmospheric Administration - National Marine Fisheries Service

United States Department of Health and Welfare Director of Environmental Affairs

Region V Environmental Office

United States Department of Housing and Urban Development Region V Environmental Clearance Officer

United States Department of Energy Federal Energy Regulatory Commission Division of NEPA Affairs Advisor on Environmental Quality

United States Environmental Protection Agency Region V Administrator

Advisory Council on Historic Preservation Executive Director

Minnesota State Agencies

Department of Natural Resources Office of Economic Opportunity Department of Agriculture Energy Agency Minnesota State Historic Preservation Office State Archaeologist Environmental Quality Board Environmental Quality Board, Citizen's Advisory Committee Minnesota Pollution Control Agency Minnesota State Planning Agency Minnesota State Planning Agency, Intergovernmental Planning Minnesota Department of Transportation Minnesota Senate Minnesota State House of Representatives Minnesota Environmental Education Board Minnesota Department of Economic Development Minnesota Department of Health, Division of Environmental Health Association Water Resources Board, Administrative Secretary, Minnesota Minnesota-Wisconsin Boundary Area Commission

Regional, County, Local Agencies

City of Mankato, Mayor
City of Mankato, Planning Director
City of Mankato, Director of Public Works
City of North Mankato, Mayor
City Engineer, North Mankato
Blue Earth County Engineer
Blue Earth County Board
Nicollet County Engineer
Nicollet County Board
Southern Minnesota Rivers Basin Commission
Region Nine Regional Development Commission

Libraries

Minneapolis Public Library
State Capitol Legislative Library
Environmental Conservation Library of Minnesota
St. Paul Public Library
Hill Reference Library
Metropolitan Council Library
University of Minnesota Library
University of Minnesota Agricultural Library
Mankato State College Library
Minnesota Valley Regional Library, Mankato
Minnesota Valley Regional Library, North Mankato

Newspapers, Media

Gustavus Adolphus College, Gustavian Weekly The St. Peter Herald Mankato Free Press Mankato State College, Mankato Reporter The Waterways Journal, St. Louis, Missouri

Interest Groups

Friends of the Earth, Minnesota Branch
Izaak Walton League of America
Izaak Walton League, Minneapolis Chapter
Ducks Unlimited
Minnesota Environmental Control Citizens Association
Minnesota Public Interest Research Group
Sierra Club, North Star Chapter
Minnesota League of Women Voters
Soil Conservation Society of America
Environmental Defense Fund, Inc.
National Audubon Society, North Midwest Region
National Audubon Society, North Midwest Representative
National Wildlife Federation
Minnesota Futurists Chapter of World Future Environmental Resources
Water Resources Development Commission, River Bend Association

Individuals and Companies

Chicago and North Western Transportation Company
H. Paul Friesma, Butler University
John Holden, Mankato State University
Honeymead Products Company, Mankato
James Jack, Mankato State University
Steve and Kathy Laird, Mankato
Mankato Citizens Telephone Company
Rick Van Doeren, Midwest Acoustics, Minneapolis
Midwestern Gas Transmission
Minnesota Gas Company
Northern States Power Company
Lee Watson, St. Paul, Minnesota

Public Views and Responses

6.09 Before publication of the Draft Supplement to the FEIS, local interests and various governmental agencies provided (through public meetings, reports, and correspondence) their views on the desired objectives of the project. Summarized below are the public views expressed and the project responses.

Views

- a. Provide flood protection.
- b. Minimize disruption of existing conditions in the approach areas.
- c. Maintain rail service on the Mankato side, but eliminate grade crossings.
- d. Consider pedestrian safety and access on the river crossing and between neighborhoods and businesses in the approach area.
- e. Improve street access and service capabilities to the Mankato and North Mankato Central Business Districts, Old Town, Madison East Shopping Center, and Mankato State University.
- f. Reduce or minimize traffic in residential neighborhoods and on North Front Street.

Responses

Bridge alterations proposed will complete the flood control project, thus protecting against the standard project flood.

Selection and design of the recommended plan included thorough study of traffic and physical disruptions both during and after construction.

Railroad grade crossings in the approaches are eliminated under the selected alternative.

These factors were examined in all studies of alternatives. The selected alternative includes pedestrian walk-ways on the bridge and approaches.

Wherever possible, within the limitations imposed by the authorization, the selected alternative was designed to improve access. The selected alternative improves overall traffic service.

Efforts were made to design the selected plan so that it would not aggravapresent traffic problems. Where the was found impracticable, appropriate traffic controls and procedures were considered to mitigate the impacts at least partially (e.g., truck prohibitions on Broad and 4th Streets). Reduction of North Front Street traffic, however, was not practicable, because it is designated the major north-south arterial through the Mankato CBD.

Views

- g. Restrict property acquisitions to a minimum.
- h. Minimize adverse property value impacts.
- Improve and enhance business districts in North Mankato and Mankato.
- j. Maintain integrity of neighborhoods.

k. Reduce traffic noise.

- Design project eler `ts for optimum capacity and safety.
- m. Maintain continuity in the highway system.

Responses

The negative effects of residential and business displacements were given thorough investigation, and all attempts will be made to minimize negative consequences during the relocation process.

With the selected plan, property values are expected to remain the same or increase in all areas except Washington Park, where increases may also occur for all land uses except single-family residential.

The selected plan would have a positive impact on the Mankato and North Mankato CBD's by improving access, slightly increasing property values, and encouraging redevelopment.

With the selected plan, neighborhood cohesion would stay the same or increase for all areas except Washington Park and River Drive. Induced increases in the rate of conversion from single-family residential uses in Washington Park and elimination of the River Drive neighborhood are negative effects of the selected plan.

Traffic noise would stay the same or decrease from without project design year levels in all neighborhoods except Washington Park, where increases would occur on Broad and 4th Streets. Increases would be partially mitigated by prohibiting trucks on these streets.

Traffic safety and service would be improved from current conditions with the selected plan.

The selected plan interrupts the continuity of Second Street, a collector roadway, for through traffic to the Mankato CBD from the north. Continuity of TH 60 is maintained.

Views

- n. Minimize traffic disruptions during construction.
- Maintain Sioux Uprising historic site.
- p. Give ample attention to aesthetic considerations in planning and construction.
- q. Prepare an economic impact statement. (Many citizens of the project area signed a petition requesting that an economic impact statement be prepared for the bridge relocations.

 A copy of the petition, which was signed by approximately 200 individuals, is presented in Appendix B, Public Views and Responses.)

Responses

Traffic disruptions were studied in detail during the design of the selected alternative and will be minimized through management of the construction sequence.

The Sioux Uprising site will be preserved.

Aesthetic factors were identified and considered in design of the selected alternative.

The Corps sent a formal response to the Mankato City Manager on 30 April 1981, stating that a detailed economic study had been performed and was included in Technical Report No. 4, Social and Economic Resources. This report (available in the St. Paul District Office) constituted a much more exhaustive analysis than is normally performed for Corps projects because the Corps recognized that the majority of the project impacts would be social and economic.

6.10 After publication of the Draft Supplement, additional issues were raised during the Draft Supplement review process and the EIS public hearing. These views and Corps of Engineers responses are summarized below.

Views

- a. Prepare an economic impact statement.
- b. Relocation of the Burton Hotel.

Responses

An economic impact statement study was prepared on the project and the results used in the selection of the recommended plan. This study is contained in Technical Report No. 4, Social and Economic Resources, January 1981.

The decision was made to relocate the Burton Hotel, as a result of the public hearing process and discussions with the affected parties. Factors considered in the decision included bridge design, noise, access, and potential for relocation. The City of Mankato, MNDOT, the building's owner, and the Corps of Engineers concur in this decision.

Views

c. Relocation assistance to displaced businesses.

d. Negative effects of the selected plan on the Washington Park neighborhood.

Responses

Currently, P.L. 91-646, the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, does not permit payment of relocation benefits to businesses. However, the Corps and the City of Mankato are committed to assisting business owners, as much as possible, in finding affordable replacement properties.

The Corps recognizes that the selected plan would have negative effects in Washington Park. All efforts will be made to minimize adverse effects through such measures as truck prohibitions, although some of the negative consequences would be unavoidable. As part of the planning process, the Corps considered the positive and negative effects of all the alternatives and determined the best plan. The selection decision is supported by MNDOT and the Cities of North Mankato and Mankato.

LIST OF PREPARERS

The following people were primarily responsible for preparing the draft and final supplements to the final environmental

imp	ici statement.	were primarily responsible to	ioi piepaiing the utait and iinai suppiements to the iinal environmentai	wents to the inhal environmental
	Name	Expertise	Experience	Role in Preparation of Eis
Mr.	Robert Anfang	Forestry	2 years, Research Assistant, University of Minnesota; 1½ years Forestry Technician and Biological Laboratory Technician; U.S. Forest Service; 8 years, Forester, St. Paul District, Corps of Engineers.	Biological evaluation, review documents prepared by contractor; prepared Section 404(b)(1) Evaluation, EIS Coordinator-final.
Mr.	Merlin H. Berg	Engineering, Hydraulics	45 years, Hydraulics and Planning; 32 years Corps of Engineers, 13 years private practice.	Subconsultant, Technical Writing.
H 5	George G. Brophy	Planner	2 years, Planner, HUD; 3 years Planning Consultant; 3 years Director Physical Planning, Minnesota Region 9 Development Commission; 4 years	Subconsultant Project Manager, Planning, Zoning, Community Development.
1			Director of Planning, Rieke Carroll Muller, Inc.	
Mr.	Mr. James J. Craig, Jr.	Engineer	2 years soils engineering, Geotechnical Eng. Corp.; 5 years soils and foundations engineering, Braun Engineering Testing Co.	Subconsultant, Soils and Geology.
Mr.	Roger A. Davis	Planner	2 years, City of North Mankato; 2 years, Professor Political Science, Mankato State University, 8 years, Professor of Urban Studies, MSU; 2 years, Senior Planner, Rieke Carroll Muller, Inc.	Subconsultant, Planning, Zoning, Community Development.
Mr.	William G. Hohle, Jr.	Engineer	6 years highway engineer; 4 years hydraulics engineer, Edwards and Kelcey, Inc.	Consultant Staff, Civil Engineering. Noise Analysis.
Ms.	Ann Leviton	Planner	7 years, Planner for local governments (specialty in historic preservation 3 years); I year Senior	Subconsultant, Planning, Zoning, Community Development, Historic Preservation.

vation 3 years); 1 year Senior Planner, Rieke Carroll Muller, Inc.

LIST OF PREPARERS ((Cont.)			
Name		Expertise	Experience	Role in Preparation of EIS
Mr. David Miller		Sociologist	2 years Research Assistant, Rural Sociology Department, University of Minnesota - 5 years Sociologist, St. Paul District, Corps of Engineers.	EIS Coordinator-draft, reviewed contractors' documents, social/economic impacts, alternative evaluations.
Mr. Robert Penniman	c	Civil Engineer	12 years, Project Manager/Water Resources Projects, St. Paul District, Corps of Engineers.	Study Manager, contract administrator, reviewed technical and alternative evaluations.
As. Terry J. Pfutzenreuter	enreuter	Archaeology	5 years, Archaeologist, Minnesota Historical Society; 2 years, Archaeologist, Corps of Engineers.	Reviewed and coordinated cultural resources technical report.
Dr. Henry Quade		Limnologist, Ecologist	10 years, Professor of Biology, Mankato State University, EIS studies; consultant to Minnesota Pollution Control Agency and County Boards.	Subconsultant, Natural Resources.
Mr. Amardo J. Romano	OL.	Engineer	28 years, Civil and Structural Engineering, Project Management and EIS Studies; Vice President, Edwards and Kelcey, Inc.	Consultant Principal-in-Charge, Civil Engineering.
Mr. Robert P. Sands	s	Planner, Engineer	14 years, Land Use Planner, Transportation Engineering and EIS Studies, Edwards and Kelcey, Inc.	Consultant Staff, Alternative Evaluations, Transportation Engineering, Air & Noise Analysis
Mr. Dale Shaw		Engineer	20 years, Civil Engineering, Pro- ject Engr., District 7 Survey Engr. Minn. Dept. of Transportation.	Mn/DOT Coordinator, Civil Engineering.
Ms. Audrey Thomas		Archaeology	3 years Archaeologist, St. Paul District, Corps of Engineers.	Reviewed cultural resources technical report.
Mr. Thomas E. Wetmore	ore	Civil Engineer	28 years, Transportation Engineering, Project Management and EIS Studies, Edwards and Kelcey, Inc.	Consultant Project Engineer, Civil Engineering.

SECTION 404(b)(1) EVALUATION FLOOD CONTROL, MINNESOTA RIVER, MINNESOTA MANKATO-NORTH MANKATO-LE HILLIER BRIDGE MODIFICATIONS

The following is an evaluation of the proposed construction and fill activity as required by Section 404 of the Clean Water Act of 1977 (33 USC 1344).

1. PROJECT DESCRIPTION

This evaluation describes the proposed fill activity associated with bridge relocations for the flood control project at Mankato-North Mankato-Le Hillier, Minnesota. (Construction of replacement bridges for the Highway 169 and the Chicago and Northwestern Railroad bridges over the Blue Earth River, and for the Trunk Highway 60 (Main Street) bridge over the Minnesota River.)

a. Description of the proposed discharge of dredged or fill materials.

(1) General characteristics of material - Fill materials to be used are concrete, pervious fill, impervious fill, filter layer, and riprap. The pervious fill, consisting of sands and gravels available from local pits, would be used for fill placed under water. The impervious fill would be used for shaping the riverbank above water, and would be a clayey material obtained from borrow areas in the higher ground along the river valley. No organic material will be permitted in either the pervious or impervious fill. The filter layer and riprap would be coarse granular and quarried rock materials placed on the finished slopes for erosion protection. Bridge construction requires placement of concrete bridge piers in the river. Cofferdams constructed out of steel sheeting would be used to place the new bridge piers. A description of the construction activities associated with each of the bridge relocations follows.

Trunk Highway 60 (Belgrade/Mulberry) bridge over the Minnesota River:

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel over pier footings (source of fill from Minnesota Department of Transportation (MN DOT) approved borrow sites).

Place riprap over washed sand and gravel at pier locations to approximate elevation 748, or leave temporary cofferdams in place to elevation 748.

Chicago and Northwestern Transportation Company bridges and pedestrian walk over the Blue Earth River:

Place abutment piling, footings, walls, and wing walls.

Place riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for all piers.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN DOT approved borrow sites).

Place riprap over washed sand and gravel at pier location to approximate elevation 755, or leave temporary cofferdams in place to elevation 755.

TH 169 and 60 bridge over the Blue Earth River:

Furnish and install abutment piling.

Remove and replace riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN DOT approved borrow sites).

Riprap over washed sand and gravel at pier locations to approximate elevation 755, or leave temporary cofferdams in place to elevation 755.

(2) Quantity of material proposed for discharge - The approximate quantities of fill materials involved (not all would be placed below normal high water mark) follow:

The Belgrade/Mulberry bridge:

Steel Sheeting - Cofferdams

Selected Backfill - Piers

Steel H-Piling - Piers

Concrete - Piers

Riprap Slope Protection - Piers

250 tons
800 cubic yards
4,800 linear feet
2,200 yards
200 cubic yards

The railroad bridge:

Steel Sheeting - Cofferdams	180	tons
Selected Backfill	2,000	cubic yards
Steel H-Piling	11,200	linear feet
Concrete - Piers	2,000	cubic yards
Concrete - Abutments	400	cubic yards
Riprap Slope Protection	4,300	cubic yards

The TH 169 and 60 bridge:

S	teel Sheeting - Cofferdams	140	tons
S	elected Backfill	1,500	cubic yards
S	teel H-Piling	12,000	linear feet
C	oncrete - Piers	1,400	cubic yards
C	oncrete - Abutments	700	cubic yards
R	iprap Slope Protection	3,200	cubic yards

(3) Source of material - Backfill for use around bridge piers would be obtained from MN DOT approved borrow sites. Sand, gravel, and quarried rock used in the riprap and filter layer would be obtained from local pits. Concrete would be purchased from local commercial sources.

b. Description of the proposed disposal sites for fill material

- (1) <u>Location</u> Fill activities associated with proposed project works would occur between miles 109 and 104 on the Minnesota River and on the lower 1-mile reach of the Blue Earth River.
- (2) Type of disposal sites The river valley in the project area is mostly sand. Proposed fill areas are along the shore and, for the bridge piers, in the river.
- (3) Method of discharge Fill will be placed with normal construction equipment such as bulldozers and cranes equipped with buckets.
- (4) When will disposal occur? The bridge alterations are scheduled to begin by spring 1983 and should be completed by fall 1984.
 - (5) Projected life of fill sites The life of the project is 100 years.
- (6) <u>Bathymetry</u> The river in the project area has been channelized, and its bottom is mostly shifting sand. About 10 feet deep at normal water level, the river depth increases to about 30 feet for the design flood.

2. PHYSICAL EFFECTS (40 CFR 230.4-1(a))

a. Effects on wetlands (40 CFR 230.4-1(a)(1)(i-vi))

(1) Foodchain production - Because of the existing poor water quality in the river, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should not have an appreciable effect on foodchain production.

In general, the production of algae and aquatic invertebrates is inhibited in the project area by excessive silt, which reduces light penetration and destroys the utility of rocky substrate as invertebrate habitat.

- (2) General habitat Because the channelized river provides little habitat value, there would be little effect on aquatic or terrestrial species. Temporary effects of increased siltation during project construction would be harmful to aquatic biota, especially the algae and invertebrates which form the fishery forage base. There should be very little long-term impact upon river biota because the base flow characteristics will not be modified.
- (3) Nesting, spawning, rearing, and resting sites for aquatic or land species Essentially no nesting or spawning sites are available in the project area. Some aquatic species such as mollusks and benthic invertebrates would be affected by silting and direct placement of fill material. Long-term effects on aquatic and land species would be minimal, however.
- (4) Effects on areas set aside for aquatic environment study or sanctuaries or refuges Not applicable. No such areas are located within the area of project influence.
- (5) Natural drainage characteristics The project would not alter the natural drainage characteristics of the area.
- (6) <u>Sedimentation patterns</u> Sedimentation patterns are not expected to be changed because the large ambient sediment load and the base flow characteristics of the river channel will not be changed.
- (7) <u>Salinity distribution</u> No salinity parameters are applicable to the project.
- (8) Flushing characteristics Base or flood flow characteristics of the river channel will not be changed by the proposed fill activities.
- (9) <u>Current patterns</u> Base or flood flow characteristics of the river channel will not be changed.
- (10) Wave action, erosion, or storm damage protection Fill and riprap activities associated with the project would protect the riverbank from erosion by normal water flow and from high energy storm flows.
- (11) Storage areas for storm waters and floodwaters Fill activities will not affect storage areas for storm waters and floodwaters.

(12) Prime natural recharge areas - Ground water and prime natural recharge areas are not expected to be affected by fill activities.

b. Impact on water column (40 CFR 230.4-1(a)(2))

- (1) Reduction in light transmission Increased turbidity during and immediately after construction would temporarily reduce light transmission.
- (2) Aesthetic values Fill activities would have little effect on the aesthetics of the water column because of the high ambient sediment load in the river.
- (3) <u>Direct destructive effects on nektonic and planktonic populations</u> Direct destruction of these populations would be minor because of the existing poor water quality and poor spawning habitat in the construction area. In general, the production of algae in the project area is inhibited by excessive silt, which reduces light penetration.

c. Covering of benthic communities (40 CFR 230.4-1(a)(3))

- (1) Actual covering of benthic communities In general, excessive silt inhibits the production of aquatic invertebrates in the project area. However, some aquatic invertebrate populations are apparent in the project area. Those animals dwelling directly in the path of the fill and riprap activities would be covered and therefore destroyed by project construction.
- (2) Changes in community structure or function Fill and riprap activities would cover and eliminate some benthic communities. This would be a short-term adverse impact until "seed" organisms from similar habitats in the river could colonize the new substrate. Riprap placement would change the substrate from mostly sand and silt to rock, allowing organisms which are adapted to a rock substrate to colonize the riprap area. This new habitat would increase the diversity of the number of species because of the increased surface area. The total Lenthic community is limited by the overall poor quality of the aquatic ecosystem.

d. Other effects (40 CFR 230.4-1(a))

- (1) Changes in bottom geometry and substrate composition Riprap would cover the existing uneven, sandy surface of the riverbank with a flat surface of rocks with slopes of 1 vertical to 2-1/2 or 3-1/2 horizontal. Bridge piers would cover and replace the existing surface with a concrete pier stretching from the river bottom to above the waterline.
- (2) Water circulation Base or flood flow characteristics of the river channel will not be changed by the project.
 - (3) Salinity gradients Not applicable.

- (4) Exchange of constituents between sediments and overlying water with alterations of biological communities Fill activities would cover the existing fine-grained sandy sediments. The fill would not be probable habitat for organisms which have the ability for chemical exchange between constituents in the sediments and overlying water.
- CHEMICAL BIOLOGICAL INTERACTIVE EFFECTS (40 CFR 230.4-1(b))
- a. Does the material meet the exclusion criteria? The exclusion criteria state that dredged or fill material may be excluded from this evaluation if it is composed predominantly of sand, gravel, or any other naturally occurring sedimentary material with particle sizes larger than silt, characteristic of and generally found in areas of high current or wave energy such as streams with high bedloads or coastal areas with shifting bars and channels, or when the material proposed for discharge is taken from a site sufficiently removed from sources of pollution to provide reasonable assurance that such material has not been contaminated by such pollution. The fill material to be used for this project would meet these standards. Fill material would consist of sand, quarried rock, fieldstone, or any other naturally occurring sedimentary or glacial material with particle sizes larger than silt, generally found in areas having high current or wave energy. The fieldstone would be of glacial origin. The fill material would be obtained from MN DOT approved borrow sites. Concrete would be obtained from commercial sources.
- 4. DESCRIPTION OF SITE COMPARISON (40 CFR 230.4-1(c)(1))
- a. Total sediment analysis (40 CFR 230.4-1(c)(1)) Sediment analysis performed in the study area shows that, except for high lead counts downstream of the Main Street Bridge, the values for heavy metals are similar to those found in the Minnesota River and do not represent a problem. The high lead content is due to storm sewer runoff in that area. One sample site near the Main Street Bridge also revealed the presence of PCB's (6 ug/kg). Any polluted sediments which are excavated will be placed in approved disposal sites and not returned to the river. Clean sand, gravel, and other material would be used as fill and would have no major environmental impact in regard to concentration differences of critical constituents between the fill site and the fill material.
- b. Biological community structure analysis (40 CFR 230.4-1(c)(2)) The composition of the biological community was sampled in the study area. The insect association is generally representative of a warm-water lotic environment, but is limited due to periodic siltation. The clam and fish populations in the area are also limited. The water quality is rather poor, and a shifting sand bottom and previous channelization work have degraded the aquatic environment. The non-aquatic nature of the fill material is unlikely to be a factor in the biological community structure at the fill sites.

5. REVIEW APPLICABLE WATER QUALITY STANDARDS

- a. Compare constituent concentrations The water quality in the study area is rather poor, with high turbidity and bedload movement at certain times of the year. The Minnesota River study area (including parts of tributaries) is classified as 2B fisheries and recreation and 3B industrial consumption. Constituent concentrations of fill material are related to the source of the fill material. All fill material used for this project would be clean gravel, sand, rock, or concrete.
- b. Consider mixing zone The seepage water from the cofferdam would be pumped back into the river. Because this water would be essentially the same as the existing river water, only minor impacts are anticipated and consideration of the mixing zone is not applicable.
- c. Will fill operation be in conformance with applicable standards? According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.
- 6. SELECTION OF DISPOSAL SITES (40 CFR 230.5) FOR FILL MATERIAL
- a. Need for the proposed activity The bridges have to be modified to pass the design standard project flood.
- b. Alternatives considered Alternatives other than the placement of fill are rather limited. Bridge removal with no replacement is neither acceptable nor practical; therefore, pier construction and backfilling is needed, which requires the placement of a cofferdam. The steel sheetpile cofferdam, concrete bridge piers, riprap, and clamshell placement of fill material are alternatives that would minimize turbidity and help reduce future water quality impacts.
 - c. Objectives to be considered in discharge determination (40 CFR 230.5(a))
- (1) Impacts on chemical, physical, and biological integrity of aquatic ecosystem (40 CFR 230.5(a)(1)) Because of the fill's clean nature, fill activities would not have a significant impact on the chemical, physical, or biological properties of the aquatic ecosystem. Fill activities would not alter the temperature, flow rate, or other physical parameters of the river. Fill activities would not have a significant impact on the biological integrity of the aquatic ecosystem. The runoff from the decks of the constructed bridges, resulting from precipitation or spills, would not drain directly into the river but would be routed to points on land to the storm sewer system, where it would be possible to contain the runoff if necessary. (A more detailed description of this impact is presented in the EIS supplements.)
- (2) Impact on foodchain Because of the existing poor water quality, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should have no effect on foodchain production. In general, excessive silt currently inhibits the production of algae and aquatic invertebrates in the project area.

- (3) Impact on diversity of plant and *animal species Biological diversity is fairly low in the fill area. As a result, fill activities are not expected to have a significant impact on plant and animal diversity.
 - (4) Impact on movement into and out of feeding, spawning, breeding, and nursery areas Habitat in the fill area is not conducive for such activities. Fill activities are not expected to have a significant impact on this movement.
- (5) Impact on wetland areas having significant functions of water quality maintenance No wetland areas with this function are near the fill activities of the project area.
- (6) Impact on areas that serve to retain natural high waters or flood-waters No natural floodwater retaining areas of significant size are in the project area.
- (7) Methods to minimize turbidity Construction below the normal high water level would be done during low flow periods to minimize turbidity. Using steel sheet piles and making the cofferdams as small as practicable would also reduce turbidity. The use of clean fill material would minimize impacts on aquatic organisms and reduce effects on water quality parameters.
- (8) Methods to minimize degradation of aesthetic, recreational, and economic values The cofferdam would be a temporary fill activity with short-term minor aesthetic and recreational impacts. The altered bridge piers would have aesthetic, recreational, and economic impacts similar to the existing conditions, and these would be considered minor.
- (9) Threatened and endangered species No Federal or State threatened or endangered species would be affected by the proposed fill activities.
- (10) Other measures that avoid degradation of aesthetic, recreational, and economic values of navigable waters The fill portions of the project would have no significant impacts on aesthetic, recreational, or economic values of the navigable waters.
 - d. Impacts on water used at proposed fill sites (40 CFR 230.5(b)(1-10))
- (1) <u>Municipal water supply intakes</u> The fill sites are not near any public water supply intakes.
- (2) Shellfish The fill sites are not in an area of shellfish production.
- (3) <u>Fisheries</u> No significant fish habitat would be affected by the fill activities.

- (4) <u>Wildlife</u> During construction, equipment used to place the fill would temporarily disturb some wildlife.
- (5) Recreation activities Water-related recreation activities are not significant in the project area.
- (6) Threatened and endangered species No Federal or State threatened or endangered species are located in the project area.
- (7) Benthic life In general, benthic life is inhibited in the project area by excessive silt. However, fill activities would cover any benthic life which does exist at the fill sites. Because recolonization would occur, this would be a short-term adverse impact.
 - (8) Wetlands Wetlands would not be affected by fill activities.
- (9) <u>Submersed vegetation</u> The fill sites do not contain a significant population of submersed vegetation.
- (10) <u>Size of disposal site</u> The disposal sites are the smallest possible that still provide required construction space.
 - (11) Coastal Zone Management programs (40 CFR 230.3(e)) Not applicable.
 - e. Considerations to minimize harmful effects (40 CFR 230.5(c)(1-7))
- (1) Water quality criteria According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.
- (2) Alternatives to open water fill There are no practical alternatives to the fill activities required to accomplish the bridge modifications.
- (3) Physical characteristics of alternative fill sites The flood control project, as designed, requires modifications to the bridges. Alternatives are not compatible with the project.
 - (4) Ocean dumping Not applicable.
- (5) Covering contaminated fill material with cleaner material All fill material would be clean.
- (6) Methods to minimize effects of runoff from confined areas on the aquatic environment All fill material is clean, and no confined areas other than the cofferdams would be utilized.
- (7) Coordinate potential monitoring activities at the fill site with EPA - Because of the clean nature of the fill material, no monitoring activities are planned.

7. STATEMENT AS TO CONTAMINATION OF FILL MATERIAL IF FROM A LAND SOURCE (40 CFR 230.5(d))

The fill material would be commercially purchased and would consist of clean rock, gravel, sand, and concrete. Minnesota Department of Transportation approved borrow sites would be used.

DETERMINE MIXING ZONE

Determination of a mixing zone is not applicable. Because the discharged seepage water would be of the same quality as the receiving water, no significant impacts are expected. The seepage water discharge may cause some increased turbidity, but this impact would be minor.

9. DETERMINATIONS

The following determinations are those contained in the Section 404(b)(1) Guidelines, dated 5 September 1975, which are considered the most important in arriving at the findings required by Section 404(b)(1) of the Clean Water Act.

- a. An ecological evaluation has been made following the evaluation guidance in 40 CFR 230.4, in conjunction with the evaluation considerations in 40 CFR 230.5.
- b. Appropriate measures (e.g., use of concrete, clean fill material, and riprap from commercial sources and approved borrow pits) have been incorporated into the proposed plan to minimize adverse effects on the aquatic environment.
- c. Consideration has been given to the need for the proposed activity, the availability of alternative sites and methods of disposal (see Section 6 of this evaluation) less damaging to the environment, and such water quality standards (see Section 5 of this evaluation) as are appropriate and applicable by law.
- d. The fill activities must be placed in the specified locations in the Minnesota and Blue Earth Rivers in order to modify the bridges. Other construction alternatives are not practical, and the proposed fill and associated activities will not cause significant permanent disruption of the beneficial water quality uses of the Minnesota or Blue Earth Rivers.

10. FINDINGS

Based on the above determinations, I find that the fill sites discussed above for the modifications of the bridges on the Minnesota and Blue Earth Rivers at Mankato, Minnesota, have been specified through the application of the Section 404(b)(1) guidelines.

Data

EDWARD G. RAPP

Colonel, Corps of Engineers

District Engineer

INDEX, REFERENCES, AND APPENDIXES (Selected Plan: Alternative ICA, Belgrade-Mulberry over Minnesota River)

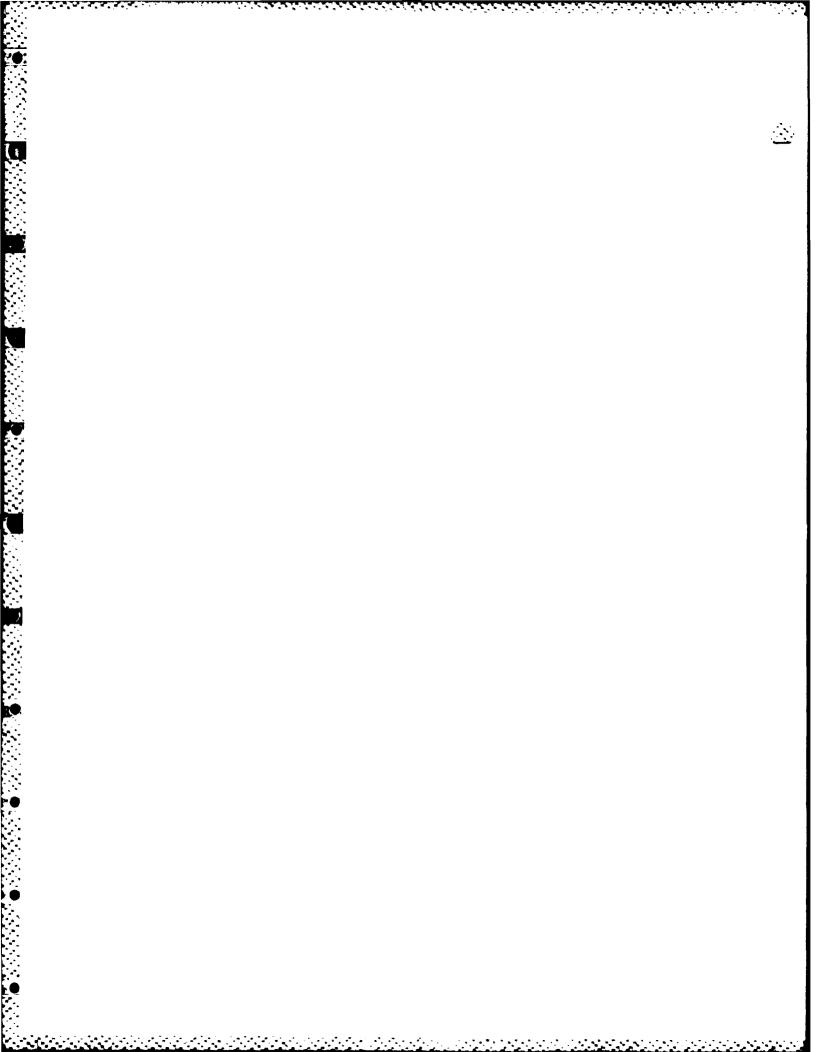
Subjects	Environmental Impact Statement	Main Report (References Incorporated)	Report Appendixes and Technical Reports (References Incorporate)
Affected Environment	pp. 19-25	Frontispiece pp. 8-43	Tech. Reports 1-6
Air Quality	pp. 23, 40, 41	pp. 34, 36	
Alternatives	pp. 10-18	pp. 48-59, 63-64 28-26	Appendix A
Areas of Concroversy	pp. 4-6		
Business Districts	pp. 21-22	pp. 12, 19-20, 24, 81-82	Tech. Report 4
Comment/Responses	Appendix B		!
Comparative 1mpacts of Alternatives	pp.16, 17-18 (Table B)	pp. 59-62, 69-84, 88-92	- -
Costs	pp. 3, 16, 17 (Table B)	pp. 53, 60, 65	
Displacements	pp. 20, 25, 26-27 (Table D)	pp. 52-53, 60-62, 66-67	Tech. Report 4
Historic Properties	pp. 5-6, 19, 22, 23, 25, 42	pp. 40-43, 79	Tech. Report 5
Hydrology and Hydraulics	-	pp. 38, 43	General D.M. No. 1
Implementation Responsibilities	p. 14	p. 86	~-
List of Preparers	pp. 51-52		
Major Con- clusions and Findings	p. 3	pp. 89-93	
Mitigation Requirements	pp. 14-15	pp. 84-85	
Need for and Objectives of Action	pp. 9-10	pp. 6-11, 45	
	1.1	· · · · · · · · · · · · · · · · · · ·	ſ

INDEX, REFERENCES, AND APPENDIXES (Cont)

Subjects	Environmental Impact Statement	Main Report (References Incorporated)	Report Appendixes and Technical Reports (References Incorporated)
Neighborhoods	pp. 20, 28- 3 0	pp. 12-27, 73-77	Tech. Report 4
Noise	pp. 23, 24 (Table C), 35, 36 (Table E), 37-40	pp. 34-37, 74-76 84-85	Tech. Report 3
Parks and Recreation	pp. 23, 41-42	pp. 40,41,74,77	Tech. Report 4
Planning Objectives	p. 10	p. 45	
Plans Con- sidered in Detail	pp. 13-16	pp. 63- 94	Appendix A
Plans Eliminated from Further Study	pp. 10-12	pp. 48-62	
Plan, Profile and Section Drawings			Appendix A
Public Concerns	pp. 3-6, 9	pp. 7, 11	Appendix B
Public Involve- ment, Views and Responses	pp. 43-50	pp. 2,7,11,86-88	Appendix B
Rail Operations	p. 32	pp. 28, 69	
Recipients of EIS	pp. 44-46		
Redevelopment Areas	pp. 21, 30-31	pp. 12,20,78-80	Tech. Report 4
Relationship to Environmental Requirements	pp. 6,7(Table A)		
Required Coordination	pp. 43-44		
Significant Concerns	pp. 20-25, 47-50	pp. 2, 64-65	Tech. Reports 2-6
Soils and Geology		pp. 36, 38	Tech. Report 2
Study Authority	p. 9	p. 1	

INDEX, REFERENCES, AND APPENDIXES (Cont)

Subjects	Environmental Impact Statement	Main Report (References Incorporated)	Report Appendixes and Technical Reports (References Incorporated)
Summary	pp. 3-6		
Tentatively Selected Plan	pp. 3, 16	p. 93	
Tiering	p. 6		
Traffic Service and Safety	pp. 22, 32-35	pp. 27-34, 53, 68-72	Tech. Report 1
Unresolved Issues	p. 6		
Utilities		p. 43	
Vegetation and Wildlife	p. 19	pp. 38-40	Tech. Report 6
Water Resources	pp. 23, 35, 53-62	pp. 38-40, 85	Tech. Reports 2, 6
Without Conditions	pp. 12-13	pp. 43-45	



FLOOD CONTROL

MINNESOTA RIVER, MINNESOTA

MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

MAIN STREET, TRUNK HIGHWAY 60 BRIDGE

OVER THE MINNESOTA RIVER BETWEEN

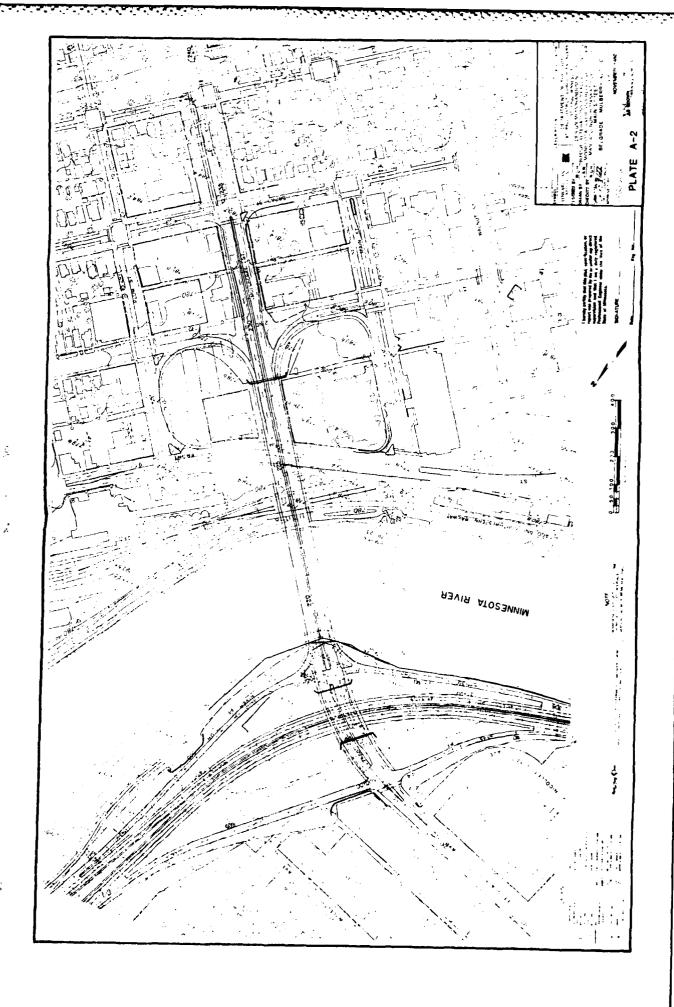
MANKATO AND NORTH MANKATO

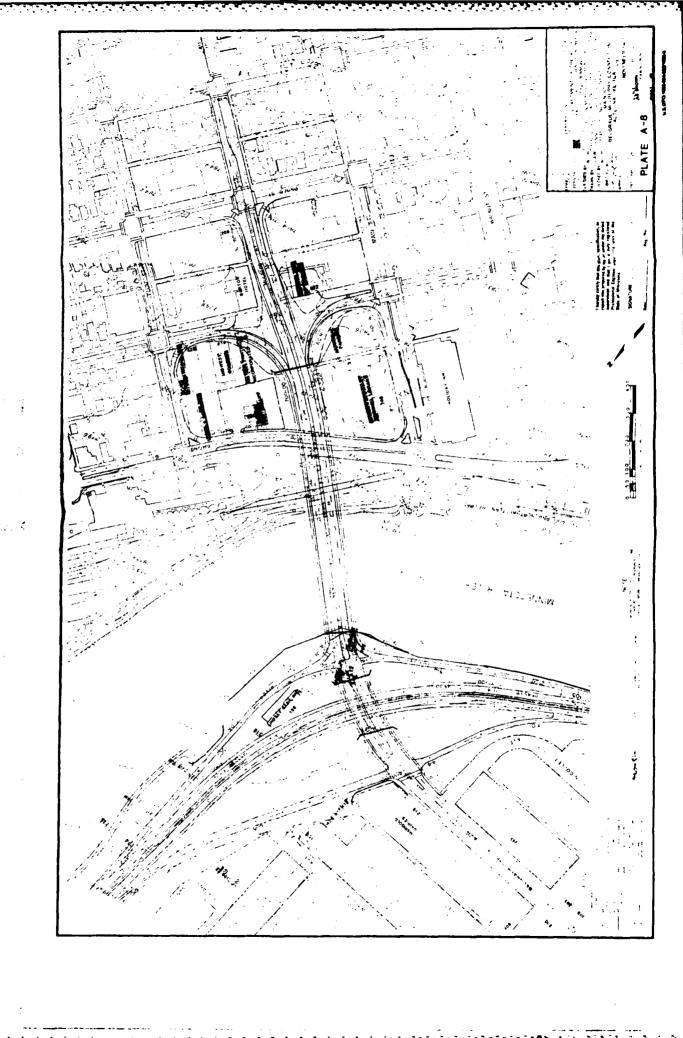
APPENDIX A

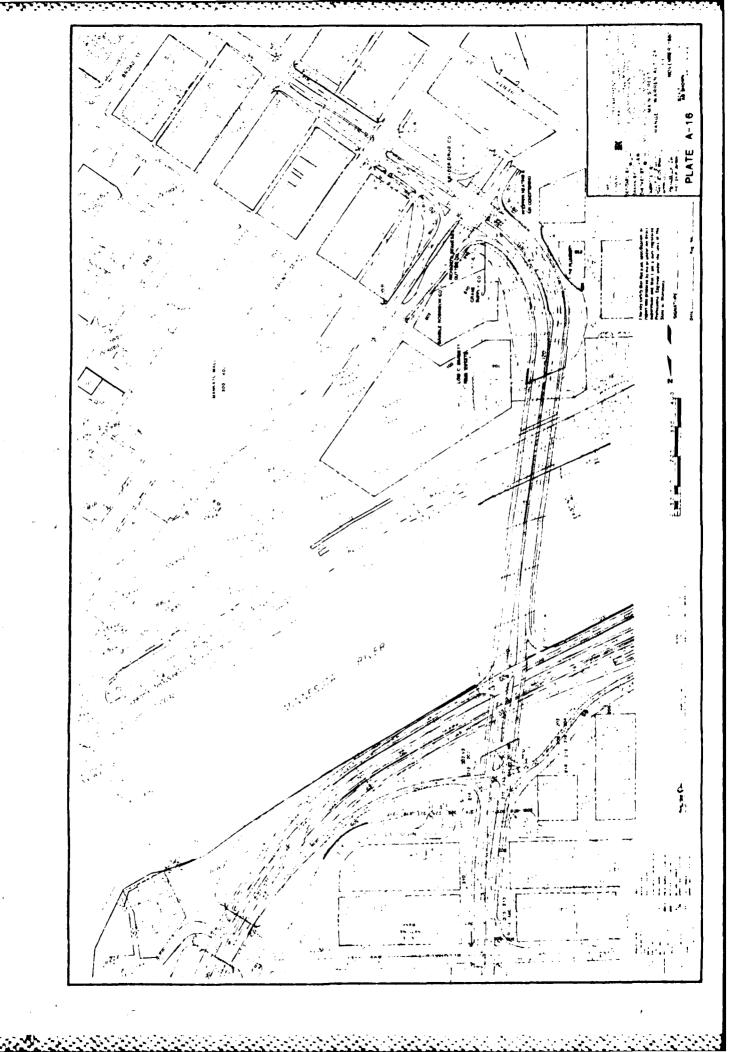
PLANS, PROFILES, AND TYPICAL CROSS SECTIONS

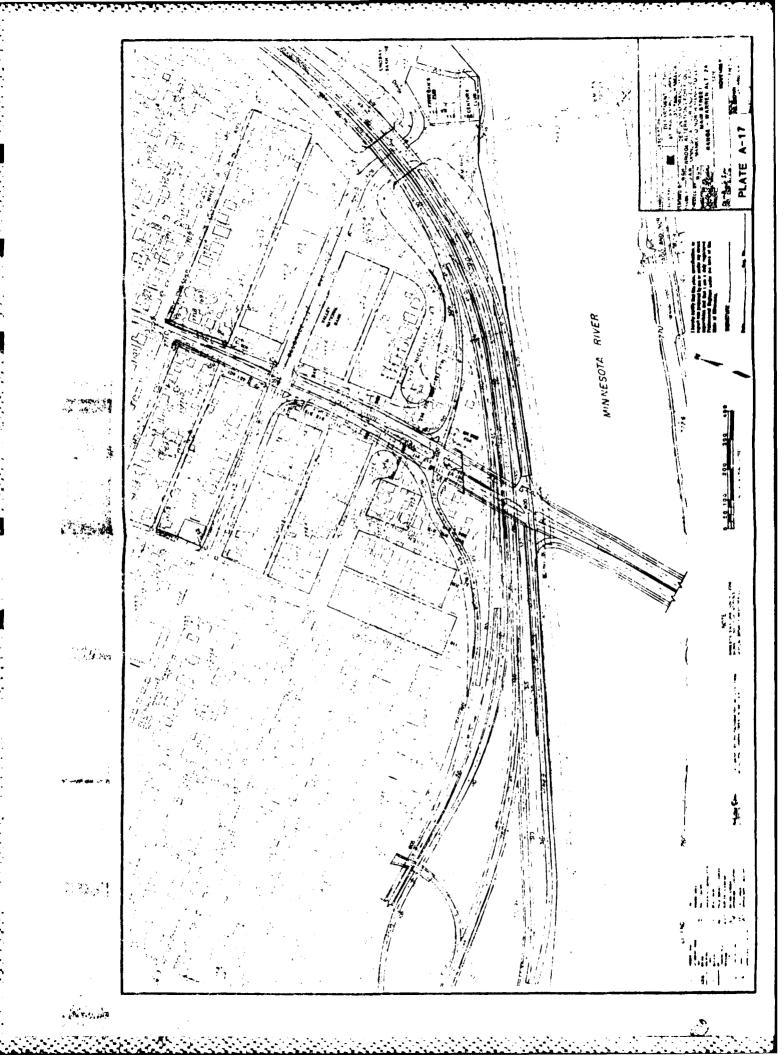
TABLE OF CONTENTS

Plate		Page
A-2	Plan, Alternative 1C	A-1
Λ-8	Plan, Alternative ICA	A-2
A-16	Plan, Alternative 2A	A-3
A-17	Plan. Alternative 2A	Λ-4









FLOOD CONTROL

MINNESOTA RIVER, MINNESOTA

MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

MAIN STREET,

TRUNK HIGHWAY 60 BRIDGE

OVER THE MINNESOTA RIVER BETWEEN

MANKATO AND NORTH MANKATO

APPENDIX B

PUBLIC VIEWS AND RESPONSES

TABLE OF CONTENTS

		Page
INTRODU	ICTION	B-2
PUBLIC	INFORMATION PROGRAM	B-2
Ir	formation Office	B-2
Ne	ewsletters	B-6
Me	edia Coverage	B-6
	ublic Information Meetings	B-6
Ir	terviews with Citizens Directly	
	Affected by Potential Acquisitions	B-8
Pı	resentations to Interested Civic	
	Organizations	B-8
Wo	orkshops	B-8
7 1 100 E D A 4	TENCY GOOD THATTON	Т. О
INTERAC	SENCY COORDINATION	B-8
St	ate and Federal Agencies	B-8
	ounties and South Bend Township	B-9
	hers	B-10
COMMUN	ICATIONS	B-10
No	ewsletters	B-11
Co	prrespondence	B-29
News Clippings		B-44
St	ate and Federal Agency Contacts	B-89
COMMENT	S AND RESPONSES	B- 105
	LIST OF TABLES	
	LIST OF TABLES	
No.		Page
B 1	Log of Meeting and News Media Contacts,	_
	Bridge Relocation Information Office	B.3
B- 2	News Media	B_ 7
~ _		
B- 3	Attendance at State and Federal Agency	ъ О
	Briefings	B-9

APPENDIX B

PUBLIC VIEWS AND RESPONSES

INTRODUCTION

- B.1 The views of the public were actively solicited throughout the study. Individuals, groups, civic organizations, and government agencies were brought into the study process through a broadly based public information program.
- B.2 Specific elements of the program included:
 - a. Information office
 - b. Periodic newsletters
 - c. News media coverage
 - d. Public information meetings
 - e. Interviews with citizens directly affected by potential property acquisitions
 - f. Presentations to interested civic organizations
 - g. Workshops for city councils and for other city government, Minnesota Department of Transportation (MNDOT), and Corps of Engineers (COE) staff members
 - h. Review and comment on the Draft Supplement to the FEIS
 - i. Public hearing
 - j. Open house meeting to present the $^{\mbox{\scriptsize ICC}}$ final alignment to affected parties
- B.3 The overall public information program covered the entire project (i.e., the three separate bridge locations). This appendix covers in detail the part of the program dealing with the Main Street bridge across the Minnesota River between Mankato and North Mankato, and it gives a general description of the overall public participation process of the entire study.
- B.4 Interagency coordination was accomplished through written correspondence and briefings. This procedure established a cooperative working relationship between the several public and private agencies having direct responsibilities in the study area. Copies of correspondence exchanged are included in the Communications section of this appendix.

PUBLIC INFORMATION PROGRAM

Information Office

B.5 A public information office was maintained at 209 South Second Street, Room 208, Northwestern Office Building, Mankato, for 44 weeks from September 1978 through July 1979. This office reopened for 2 weeks in July 1981, prior to the 22 July 1981 public hearing.

- B.6 This office was staffed with a full-time secretary and a part-time information officer. The information officer, in addition to answering questions directed to the office, attended civic meetings and made presentations to various boards and committees; was interviewed by newspapers, radio, and TV; provided news releases; and participated in the public information meetings. The log of his meetings and news media contacts is in Table B-1.
- B.7 Up-to-date plans were available at the office for public use. The office also distributed the project newsletter, maintained a mailing list, and logged all project-related phone calls and visits (87 calls and 158 visits). The most frequent inquiries were made by individuals directly affected by the proposed project. The log of these inquiries is on file at the Corps of Engineers, St. Paul District Office. The Comment/Response section of this appendix contains a summary of the issues raised during these contacts. Before the public hearing, the public information office distributed the Draft EIS Supplement and Technical Reports to various local agencies.

Table B-1. Log of Meeting and News Media Contacts-Bridge Relocation Information Center.

October 1978		Time
10	Blue Earth County Board Meeting Mankato City Council Meeting South Bend Township Board Meeting	9:00 a.m. 7:00 p.m. 8:00 p.m.
13	Coffee Break Program KEYC-TV	9:15 a.m.
16	North Mankato City Council Meeting Taped conversation with KEEZ-FM radio for next day broadcast (17th)	7:00 p.m.
19	Discussion with reporter of Mankato Free Press Calls from Free Press on traffic study	
23	Nicollet County Board Meeting	9:00 a.m.
November		
1	City of Mankato Personnel Meeting	9:00 a.m.
6	South Bend Township Board Meeting	8:00 p.m.
13	Tape recording by KEEZ-FM radio	
14	Tape recording by KYSM-AM radio	
15	Public Information Meeting (Regional Library)	

November (Cont'd)		Time
16	Reporter from Mankato Free Press	
30	Reporter for KEYC-TV - taped	
December		
6	Meeting with MNDOT (Mankato)	
18	Meeting with MNDOT (St. Paul)	
January 1979		
2	Interview with KEYC-TV for broadcast later day programs	
3	Informational Meeting (Roosevelt School)	
4	Reporter for KYSM-AM radio - taped	
15	Free Press reporter	
19	Mankato Chamber of Commerce Transportation Committee Meeting	
22	Reporter for KEEZ-FM radio - taped	
24	Informational Meeting (North Mankato Jr. High)	
29	Consultant Wetmore explaining Main Street alternatives to dinner meeting of combined city councils of Mankato and North Mankato	
February		
13	Meeting at Corps Office in St. Paul	
14	Meeting at MNDOT (Mankato)	
16	Chamber of Commerce Transportation Committee Meeting	
28	Presentation to Exchange Club (Century Club, North Mankato)	12:00 noon

••••

March		Time
16	Chamber of Commerce Transportation Committee Meeting	
<u>April</u>		
4	Consultant presentation at Regional Law Enforcement Center (Mankato) attended by staff personnel from Corps, MNDOT central and district offices, Cities of Mankato and North Mankato, FHWA, CNW, and Honeymead Company	
18	Reporter from KEEZ-FM radio - taped	
20	Chamber of Commerce Transportation Committee Meeting	
May		
6	Radio stations calling about Saturday's meeting with the City Councilors	
24	KEYC-TV program - On Air Live	9:30 a.m.
25	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
30	Informational Meeting (Roosevelt School)	
31	Informational Meeting (West High)	
June		
15	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
18	Kiwanis Club Meeting	12:00 noon
July		
20	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.

Newsletters

B.8 Six project newsletters were mailed to approximately 2,500 individuals, organizations, and agencies. Approximately 100 additional copies were distributed and made available at the information office, public libraries, and city halls. The first newsletter was mailed in November 1978, the second in December 1978, and the third in May 1979. The fourth was sent in November 1979. The fifth was sent in July 1981, prior to the public hearing, and the sixth was sent in April 1982, prior to the open house meeting. Copies of each newsletter are included in the Communications section of this appendix.

Media Coverage

B.9 In addition to the 10 radio and TV events in which the information officer participated, extensive coverage was given the project by the Mankato Free Press. The majority of this coverage centered on the Main Street bridge. Copies of the newspaper articles are in the Communications section. A list of area-wide news media is in Table B-2.

Public Information Meetings

- B.10 Three public information meetings and an open house were held. Approximately 85 persons attended the first meeting, held on 15 November 1978, at the Minnesota Valley Regional Library, Mankato. At this meeting, the project goals and objectives were presented along with background information. The scope of work to be performed was provided regarding the flood protection project's requirements for major alterations of the bridge sites. The initial concerns and attitudes of those attending were heard and recorded. The dominant concern of this meeting had to do with the location and site of the Main Street Bridge replacement. Concern was expressed about traffic impacts, property acquisitions, severence of Second Street, pedestrian traffic, loss of pedestrian access to each city, cost sharing, whether the bridge should be raised, and whether a decision had already been made on the location of a new Main Street bridge crossing.
- B.11 The second meeting pertaining to the Main Street bridge was held on 24 January 1979 at North Mankato Junior High School and attended by about 80 people. All the alternatives that had been developed to date were presented, and comments on each of the alternatives were heard and recorded. Concern was expressed regarding changes in street patterns, the effect on the proposed riverfront park in North Mankato, property acquisition and relocation costs, traffic congestion at Pike and Warren Streets, construction costs, construction detours, pedestrian access over the river, property acquisitions, and the responsibility for final decisions.

Table B-2. News Media

Blue Earth County

MANKATO FREE PRESS 418 South Second Street Mankato, MN 56001 (625-4458)

KEEZ-FM RADIO 227 East Main Mankato, MN 56001 (345-4646)

KTOE RADIO Highway #14 East - P.O. Box 1420 Mankato, MN 56001 (345-4537)

MSU REPORTER

Box 38 - Student Union

Mankato State University

Mankato, MN 56001

(389-1776)

Nicollet County

KYSM AM-FM RADIO 1807 Lee Boulevard North Mankato, MN 56001 (345-4673)

KEYC-TV 1570 Lookout Drive North Mankato, MN 56001 (387-7905)

ST. PETER HERALD
311 South Minnesota Avenue
St. Peter, MN 56082
(931-4520)

KRBI RADIO 1031 Grace Street St. Peter, MN 56082 (931-3220)

B.12 The third meeting, attended by about 250 people, was held at Mankato West High School, on 31 May 1979. At the time of this meeting, the proposed alternatives had been narrowed to two (1CA and 2A). These were presented in detail along with summaries of alternative impacts. The concerns voiced at this meeting involved essentially all of the significant issues identified and evaluated by the staffs of the city councils, MNDOT, Corps of Engineers, and the consultant. Some of those attending suggested that more information be included in the newsletters and that models be built to aid and assist in visualizing the impacts. Copies of the transcripts of these meetings are on file in the Corps of Engineers, St. Paul District Office, and copies of the information handouts for the 15 November 1978 and 24 January 1979 meetings are in the Communications section of this appendix. Additional copies of the third newsletter were available at the 31 May 1979 meeting.

B.13 The Main Street bridge information open house was held on 22 April 1982, at the Minnesota Valley Regional Library. The purpose of the meeting was to provide citizens with information on the design and location of the Main Street bridge. Approximately 60 people attended this meeting, asking questions and voicing concerns about relocation assistance, site location, traffic, parking, and noise. The meeting was announced through a newsletter distributed in early April 1982.

Interviews with Citizens Directly Affected by Potential Property Acquisitions

B.14 In conjunction with the evaluation of social impacts, relocations, and right-of-way costs, the owner or renter of every property affected by a potential property acquisition was contacted either in person or by telephone. This process afforded the opportunity to inform these people about the project and to hear their concerns directly and individually. A few, particularly owners of commercial property, were interviewed several times during the study.

Presentations to Interested Civic Organizations

B.15 The information officer made presentations to the Mankato Chamber of Commerce Transportation Committee, the Exchange Club, and the Kiwanis Club, as indicated in the log of his contacts.

Workshops

B.16 Two workshops were held, one on 26 April 1979 and the other on 5 May 1979, both in North Mankato. Representatives of the Mankato and North Mankato City Councils and staffs, the Minnesota Department of Transportation, and the Corps of Engineers participated. These workshops were programmed to encourage the participants to compare and evaluate, issue by issue, the impacts of the two selected alternatives (ICA and 2A). These had previously been selected as the two most desirable plans. A total of 22 persons attended these meetings.

INTERAGENCY COORDINATION

B.17 The Minnesota Department of Transportation (MNDOT), the Cities of Mankato and North Mankato, the Minnesota Historical Society, and the Chicago and North Western Transportation Company (CNW) were contributors and participants to this study. In conjunction with MNDOT participation the Federal Highway Administration (FHWA) participated as observer and advisor on FHWA responsibilities. Coordination with other agencies is described below.

State and Federal Agencies

B.18 All State and Federal agencies having an interest in the project were contacted early in the study by letter with a request to designate a liaison person. Copies of replies received are included in the Communications section.

B.19 On 13 February 1979, the consultant's study team and the Corps staff presented two briefings to State and Federal agencies on project progress, project setting, environmental concerns, and the Stage 2 alternatives being considered for study. During these briefings, no State or Federal representative expressed any concern beyond those presented by the consultant. Agencies represented at these briefings are listed in Table C-3. In addition to these direct contacts, all agencies were kept informed with the periodic newsletters.

Table B-3. Attendance at State and Federal Agency Briefings 13 February 1979

Minnesota State Agencies

Department of Transportation, Highways
Department of Transportation, Railroad Operations
Pollution Control Agency
Department of Agriculture
Water Resources Board
Department of Economic Development
Department of Health

Federal Agencies

Environmental Protection Agency
Department of Interior, Geological Survey
Department of Interior, Fish and Wildlife Service
Department of Agriculture, Soil Conservation Service
Department of Commerce, Economic Development Administration
Department of Housing and Urban Development

Counties and South Bend Township

B.20 The boards of Blue Earth and Nicollet Counties and South Bend Township (Le Hillier) were kept informed of the study through the periodic newsletter and through presentations to the boards by the project information officer. Because of the sensitive location of the new Blue Earth County Regional Library at Main and North Front Streets in Maikato, the Blue Earth County Board of Commissioners studied the alternatives and passed an early resolution favoring the bridge location connecting Belgrade Avenue and Mulberry Street as recommended in the 1974 Bridge Location Study Report (see paragraph 10.a, Prior Studies and Report, DM 8).

Others

B.21 All of the private utility companies in the area were informed of the project and also participated in providing information on their plant and in estimating the costs of adjustments. The companies contacted were:

Northwestern Bell Telephone Co. 215 E. Hickory Mankato, MN 56001

Northern States Power Co. 2nd and Lime Streets Mankato, MN 56001

Mid-Communications, Inc. 221 E. Hickory Mankato, MN 56001

Mankato Citizens Telephone Co. 221 E. Hickory Street Mankato, MN 56001 Minnegasco 2400 N. Front Street Mankato, MN 56001

Interstate Power Company Amboy, MN 56010

Minnesota C.A.T.V., Inc. 228 S. Front Street Mankato, MN 56001

COMMUNICATIONS

B.22 Copies of newsletters, correspondence exchanges, news clippings, and a list of State and Federal agencies contacted follow.

COMMENTS AND RESPONSES

B.23 Copies of comments received and Corps of Engineers responses follow in the Communications section.

NEWSLETTERS

Bridge Relocation

PERMIT WAS TOOK

PAID

Number 1, Mankato - N. Mankato - LeHillier

November, 1978

Newsletter

Bridge Relocation

•

REMINDER

To encourage early and continuing community participation, a public meeting has been scheduled for:

- November 15, 1978, 7:36 F.M.
- Minnesota Valley Regional Library
- Front \$ Main Streets, Mankato.

Please join us so that your ideas and concerns can be included in the initial planning stages of this project.

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelvey, Inc. Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District,

Information Office Address:

Bridge Relocation - Information Office Room 208, Northwestern Office Bldg. 209 South Second Street Mankato, Minnesota 56001 Or call 507- 387-7860

O MANKATO EL MANKATO LE HILLIERI LE HILLIE

LOCATION: The circled sections show the three study areas under consideration for the bridge relocation and alteration study.

Bridge Relocation Study Begins

The St. Paul District Corps of Engineers has announced the start of a comprehensive study to determine the best location for a new Main Street Bridge over the Minnesota River; the replacement or raising of the two Trunk Highway 169 Bridges over the

Blue Earth River; and the two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges must be raised or replaced to provide adequate channel capacity for flood control.

SCOPE

Associates, Inc. of Mankato, and Braun Engineering Testing Co., Minneapolis, economic, and environmental aspects of lis, assisted by Rieke Carroll Muller Edwards and Kelcey, Inc. of Minneapo∼ will examine the engineering, social, raising or replacing the structures.

in 1916, is inadequate for two reasons. The present structure cannot handle The present Main Street Bridge, built present peak traffic volumes without considerable congestion. Secondly, the roadway on the bridge is well below the projected Corps' design flood levels. A new bridge will be The T.H. 169 Bridges and the two rail-bridges over the Blue Earth River also below projected flood levels. This study will determine if it is best to modify or replace these struc-

POTENTIAL IMPACTS

tional facilities, and traffic pat-terns. These impacts will be investi-gated and the extent of the impact will be addressed in an Environmental varying degrees to air quality, noise levels, water resources, regional and local development, displacement of With the proposed bridge alterations people and businesses, wildlife and waterfowl habitat, park and recreathe potential exists for impacts of Impact Statement.

COMMUNITY INVOLVEMENT

District, Corps of Engineers, has peeped the project information Office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato.

the St. Paul

of October 2, 19

INFORMATION OFFICE

The office will be open from 8:00 a.m. to 4:00 p.m., five days cach week.

The public is cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will

The principal aims of the studies are sings that adequately meet the needs of the people they are designed to serve. The Corps of Engineers is Involvement Program, to go hand-in-hand with its engineering studies. to develop river and railroad crosplanning a comprehensive Community

Bridge Relocation Study Procedure

CONSULTANT STUDY ELEMENTS

- · Traffic service needs
- **Engineering considerations Environmental factors**

- Data Collection
 Identification of alternatives
 Assessment of alternatives in terms of:
- · Planning considerations
- Presentation of findings (Preliminary
- Draft Environmental Impact Statement
 Review and evaluation of agency and public comments
- Environmental Impact Statement recommendations (Final Report)

COMMUNITY PARTICIPATION

- Continuous public involvement is provided for through:
- * The Information Office
- * A periodic Newsletter
- · Periodic public meetings
- responsible community groups · Group discussions with as requested

Public Hearing

letter is to obtain as much community reaction and opinion as possible. If you would like to express your ideas concerning the project, or have any questions you want answered, please contact the office.

Highlights of the program will be a series of community meetings, press releases, informational newsletters, and an information office within the project area.

TRAFFIC STUDIES

on traffic circulation patterns during and after construction. Emphasis will river crossings in the Mankato, North Mankato, and Le Hillier areas, supplevenient access to existing and planned developments while minimizing circula-tion of traffic through sensitive mented by traffic counts at intersec-tions in the vicinity of each river be placed on maintaining safe and con-Origin-Destination Surveys were conducted at each of the four existing crossing. This information will be used to assess the probable impacts

wish to express their gratitude for the willing cooperation of the motor-ing public who responded to the questionnaires that we passed out during The project staff and survey crews these surveys.

Office, to call, write, or stop by, keep up-to-date on latest project developments.

take advantage of the information

OTHER STUDIES

This is the first issue of a newsletter to report the progress of the Bridge Relocation Studies. These newsletters

COMMUNITY NEWSLETTER

will be mailed periodically to resi-

dents and businesses in the study

The study objectives are to consider two specific requirements:

- Meet year 2000 traffic needs, and
 - Compatibility with Corps

Engineers om-going flood control

While the mailing list is meant to be as complete as possible, some names may have been missed. If you didn't

call or write the Information Office.

receive a copy, or know of someone whose name should be added, please

The purpose of the office and news-

ments, other studies such as roadway surveys, bridge inspections and environmental investigation of the rivers conjunction with these requireare now in progress.



PUBLIC INFORMATION MEETING

November 15, 1978

Regional Library, Mankato

STUDY AREA

This comprehensive study when completed will determine the best location for a new Wahn Street Bidge over the Winnesotta River; the replacement or raising of the two T.H. 169 Bridges over the Blue Earth River, and the replacement or raising of two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges at these three sites must be raised or replaced to provide adequate channel capacity for flood control.

INFORMATION OFFICE

As of October 2, 1978, the St. Paul District, Corps of Engineers, has opened the project Information Office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato.

The office will be open from 8:00 a.m. to 4:00 p.m., five days each week.

You are cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the information Office, to call, write, or stop by, to keep up-to-date on latest project developments.

NEWSLETTER

A newsletter will be published and mailed periodically to residents and interested persons. A mailing list has been prepared. While this list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone who should be on the list, please let us know. Call or write the Information Office.

Written and oral comments are welcomed and we urge you to contact us.

It is the intent and desize of the St. Paul District, Corps of Engineers, to provide the means through which all interested parties may have an opportunity to participate in the process of determining what should be done at the three sites, noted on the map.

The Corps of Engineers has initiated this meeting tonight, as one of the means to present information pertaining to planned transportation needs in and for your community.

Usually, this function is carried on and conducted by the Department of Transportation, but because of the uniqueness of this project, Congress has placed this project under the control of the Corps of Engineers. However, the project will follow guidelines and procedures formulated by the Minneste Department of Transportation.

We seek your views, and urge you to ask questions on any subject pertaining to this project.

PLANNING AND DEVELOPMENT PROCEDURES

Briefly, any highway planning and development process involves three major phases:

EDWARDS AND KELCEY, INC.

Phase I - Systems Planning Phase II - Location Planning Phase III - Project Development Phase I establishes and analyzes the meed for a facility on a regional basis and within a designated area or corridor; Phase II includes the location study, draft environmental impact statements, corridor public hearings and final EIS; Phase III involves preliminary and final design, design public hearings, right-of-way equisitions and construction. Therefore, tonight's subject falls under the Location Planning Phase.

STUDY OBJECTIVES

The primary purpose of this study will be to provide flood protection. Another objective is to select alternatives that will best meet the transportation needs of the local communities for the year 2000, while considering such items as socio-economic and community impacts, engineering requirements, traffic service and safety, project and road-user costs, the environment, and aestheits. The proposed solution to be compatible with the Corps of Engineers' on-going flood control works.

MANKATO FLOOD CONTROL. ST. PAUL DISTHICT. CORPS OF ENGINEERS MASSALTO BRAUN ENGINEERING TESTING EDWARDS AND KELCEY RIEKE CARROLL MULLER

•

BULK PATE
PATE
PATE
PERMIT NO 170
MANKATO, MA Jedou

Bridge Relocation

REMINDER

To encourage the continuing community participation, two public meetings have been scheduled for:

January 3, 1979 at 7:30 p.m. Roosevelt School W. 6th and Owatonna, Mankato

:

January 24, 1979 at 7:30 p.m. North Mankato Junior High School Comer of Range & Garfield, N. Mankato

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc. Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District,

Information Office Address

Bridge Relocation - Information Office Room 208, Northwestern Office Bidg. 209 South Second Street Manhato, Minnesota 56001 Manday thru Friday from 8:00 a.m. to 5:00 p.m., or call (507)387-2860

Bridge Relocation

Mankato - N. Mankato - LeHillier

Number 2

December, 1978

Newsletter

Bridge Relocation Study



The Park of 1951 prompted local citizens to travel to Washington to ask for neip with flood control

WHAT IT'S ALL ABOUT

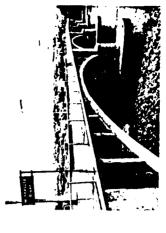
After the flood of 1951 a delegation of Mankato and N. Mankato citizens went to Wachington to ask for help to protect the fittes from further flooding by the Minn, and Blue Earth Rivers. The Dept. of the Army was directed to study the pirchlem and plus for flood protection.

the plans were proposed. Plan I was a demination of flood walls and levies for man 80 year flood occurrence (comparable to the 1965 flood) and the Blue Earth River dam. These would have provided the standard project flood protection for Mankato. N. Mankato and Le Hiller. Plan 2 involved the construction of flood barriers (retaining walls and levies) and the raising of

bridges to provide the standard project flood protection but without the dam. Plan 2 was ultimarely adopted after it was determined by the Corps that the dam was uneconomical to construct.

The firm of Edwards and Kelcey, Mpls., has been retained by the Corps to study the alternatives and prepare the necessary reports and documents for locating and designing the new high bridges.

A meeting was held in November to inform and receive citizen comments on the progress and development of these studies. Additional meetings are planned. Please see the back page for location and time.



Ourng high water, ice and debris cought behind the Main Street Bridge fain up the Munesata River and cause further flooding

ALTERNATIVES

The Table STREE BLUE, PAPER RIVER
 The Community and reference they have been expected from the street management.

Lit Existing Roadway Alignment, with provisions for on and off rimps to Minnessa Road to and from the outh

the Blue Larth River.

. . .

- is New Road Alignment slightly south of existing bridges, with presistent torion and off rangs to whatmeneys Road to and from the south.
- axisting Roadway Alignment, with northound off-ramp to sibley St. and a southbound on-ramp from Ninteopa Road.
- 2.6. New Polidway Allignment, slightly south of existing bridges, with northowind off-ramp to Sibley St unl i southbound on ramp from Winnerpa Road.
- A. River bridges on existing alignment, with modifications to the Park Lane Interchange.
- State bridges on new arignments with modifications to the Park Lane Interchange.

These alternatives will be presented for discussion at the next public information meeting on January 3, 1979.

• C. & N.W. RAILROAP BRIDGES OVER BLUE EARTH RIVER

The following alternatives have been selected for study with regard to raising or relocating the bridges and tracks over the Blue Earth River. Alternatives include the Woodland Avenue bridge at the entrance to sibbey Park.

- Raise both bridges on present alignment.
- 2.A. Raise Mainline north track. Stub end south track for storage, and retain present Moodland Avenue entrance to Sibley Park.
- 2.B. Raise Mainline north track.
 Stub end south track for
 storage, and replace Woodland Avenue tridge between
 Woodland and Carney Avenues
- i. A. Raise Mainline north track on new aligneen slightly north of existing tracks. Such end both existing tracks for storage, retain and mobilfy existing Wood land Avenue bridge entrance to Sibley Park.
- 3.8. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

These alternatives will be presented for discussion at the next information meeting on January 5, 1979.

MAIN STREET BRIDGE ALTERNATIVES

Four alternatives to replace and relocate the present Main Street Bridge will be presented at the January 24th meting. The Alternative locations are:

- 1.A. Belgrade to Mulberry
- 1. B. Belgrade to Main
- 2. Range to Cherry-Warren
- Monroe to Madison

1ST PUBLIC MEETING

The first public information meeting of the Munkato Bridge Relocation Project was held Wednesday, November 15, 1978, at the Munesota Valley Regional Library, Mankato, Ms. Approximately 85 persons were in attendance.

Bob Penniman, of the St. Paul District Corps of Engineers, presented the open and remarks and stated the purpose of the neeting and Corps' involvement in the project. Marty Romano, of Edwards and Kelcey, Inc., introduced members of the project staff to the audience and narrated a slide presentation giving an overall view of the project area and the scope of the project

Tom Wetmore, of Edwards and Kelcey, inc., reported to the audience on the proposed four alternative bridge locations for the new Main Street Bridge and the necessity to raise the twin Highway #169 bridges over the Blue Earth River and the hearby railroad bridges.

Opportunity was given to the audience ro ask questions and voice opinions. Some citizens gave their opinions on certain alternatives and discussion followed regarding the fact that all alternatives will be given equal consideration when studies along with the environmental and traffic study data.

HOMEOWNERS & BUSINESSMEN SURVEY

Homeowners and businessmen who would be affected by bridge relocation and construction are being interviewed. It is necessary to gather data to determine which option for a proposed new bridge to link Mankato and North Aunkato will have the most beneficial effect on its surrounding area.

Some of the questions will pertain to business hours, parking facilities, condition and value of buildings, ship or rental agreements, type of business, number of employees and payroll earnings. All information will be held confidential.

The survey will continue until all the zones involved have been covered. It should be noted however that being interviewed does not mean that any specific location has been selected.

ENVIRONMENTAL STUDIES

A team of natural environmentalists led by Dr. Henry Quade of the Environmental Studies Institute at Mankaro State Univ. has been actively gathering information about potential impacts to the water quality and plant life related to any proposed bridge construction. Mater chemistry and analysis has been supplemented with information from the Minn. Pollution Control Agency and the Minn. Pollution Control Agency and the U.S. Geologica Survey. The team is analyzing sample, to determine the level of existing pollutants that might be disturbed during construction. Also, the team is responsible for determining whether are any "rare or endangered species" of wildlife, or plantlife. Planners and engineers for the project will then use the findings to lessen timpact to the river during construc-

NATIONAL NOSTE MONATO, LE HILLIEFE BELLETE AUTONATION

POBLIE TORONOMY METING

S. S. S. Candle

No. Mankato Jr. High School

CB continue with the Michaesta. By CB continue with the Michaesta. By Capacita and Capacita and

Section of the second of the s

Totals we will present and dance of a construct for the Nam Street of Stre

MAIN STREET BRIDGE OVER MINNESOTA

Six alternatives to replace and relocate the present Main Street beings will be greented at tonight's arecing. The alternative locations are

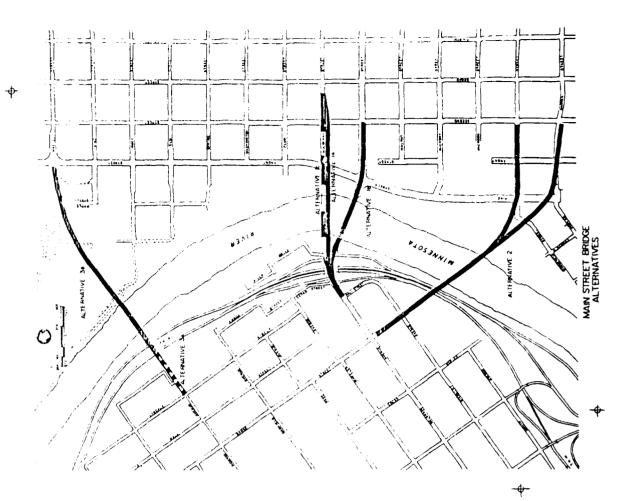
- i.A. Buigtage Ave. to Mulherry 5... with T.H. 169 passing over Belgrade Ave.
- . Relgrade Ave. to Main St
- Belgrade Ave, to Mulberry St. with belgrade Ave. passing over T.B. 269.
- Kinge St. to Cherry and harren St. one-way pair
- Marrie Ave to Marishmerye.
- 3 B. T.E. 169 at Montoe Ave. to Madison, Ave., No connection to Montoe Ave.).

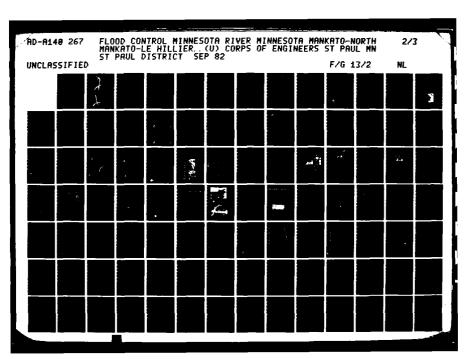
We initial comments and suggenerals to modify these alternatives to Jetalia additional ones for consideration.

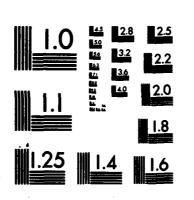
PERMITTER OFFICE

To keep up to-date on the latest project developments, you are cordially insisted to visit the information office in poor 246, Northwestern Office Building, 209 South Second Street, Mankato. Office hours are 8:50 a.m. to 5:00 p.m. Monday through Friday, or Telephone 387, 7860.

EDWARDS AND KELCEY, INC.







MICROCOPY RESOLUTION TEST CHART NATIONAL BUREAU-OF STANDARDS-1963-A

Contraction of the second of t



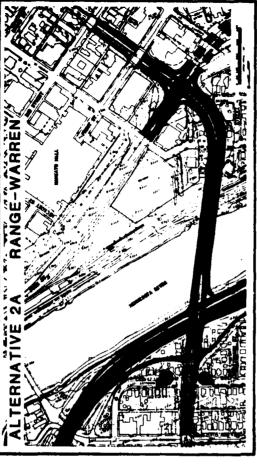
STATES CONTRACT TO THE PROPERTY PROPERTY STATES

はくく

MAIN STREET BRIDGE RELOCATION

ì





NUMBER OF ALTERNATIVES REDUCED

During the analysis of data and impacts and refinement of designs, certain of the alternatives were judged to be significantly less desirable than others. These have been recommended to be dropped from further consideration. These are:

o Alternative 2, Range-Cherry-Warren This has been replaced by Alternative 2A, Range-Warren at this location. o Alternatives 3A and 3B, Monroe-Madison

Of the numerous alternatives considered at Location 1, the Belgrade-bulberry Allernative ECA currently appears to be the most desirable at this location and is the one being presented for public consider-siden. Under this alternative Belgrade Ave. would pass over a lowered T.H. 169 in Morth Manhato. On the Manhato side the alignment would be generally on the southerly side of Mulberry St. thereby avoiding the taking of the Burton Hotel.

As a result of these evaluations, only Alternatives ICA and 2A are currently Alternatives ICA being recommended

ALTERNATIVES 9 SUMMARY COMPARISON

ALTERNATIVE 1(CA)

2

AND

10∧

ALTERNATIVE 2(A)

\$15,378,000 \$3,079,000 \$18,457,000

Right-of-way TOTAL

\$11,991,000 \$ 3,056,000 \$15,047,000

DISPLACEMENTS
Households
Businesses Employees

> 77 202

8 2 8

TRAFFIC SERVICE AND SAFETY

Overall good traffic service, but 1.5 mil-lion (\$4) more miles of travel. Physical constraints dictate lower quality designs with regard to both capacity and safety. Overall good traffic service and satis-factory quality of design.

NEIGHBORHOOD IMPACTS
Adverse traffic impacts on Mashington Park Adverse traffic and physical impacts on
Nicollet Avenue-Range Street area.

BUSINESS DISTRICTS AND REDEVELOPMENT AREAS
Generally positive, but would reduce developable area in Mulberry Street area.

opable area but stimulate earlier developable area but stimulate earlier developable.

ATTEND WORKSHOPS TO STUDY AND EVALUATE MAIN STREET BRIDGE ALTERNATIVES CITY COUNCILORS AND STAFFS

On Saturday, May 5, 1979, members of the city councils of Mankato and North Mankato attended a workshop session to identify, study and evaluate the relative impacts of the two primary alternatives for the Main Street bridge relocation. Over three hours were spent by the councilors identifying in detail their concerns and analyzing neighborhood by neighborhood and issue by issue the impacts of each of the alternatives.

A week earlier, on April 26th, staff members of both cities along with representatives of the Winnesota Department of Transportation, the Corps of Engineers and the consultants, Edwards and Kolcoy and Rieke Carroll Muller, spent a full day in a simi-

Number 7

July, 1981

MAIN STREET BRIDGE HEARING SET FOR JULY 22

The Location/EIS Public Hearing on the relocation of the Main Street TH 60 bridge over the Minnesota River has been scheduled for Wednesday, July 22, 1981. The hearing will take place at 7:50 P.M. at the National Guard Armory, Second and Plum Streets. The doors will be open at 6:00 P.M. to provide opportunity for the public to view the proposed plans.

The Corps of Engineers has selected Alternative 1CA which connects Belgrade Avenue in North Mankato with Mulberry Street in Mankato as its preferred alternative and will present it for official comment at the hearing. Information on the other alternatives studied will also be available. The official hearing record will be open to receive comments for 10 days following the hearing.

Section 404(b)(1) of the Clean Water Act of 1977 requires that proposed water resources projects comply with Federal regulations regarding the discharge of dredged or fill material into waters of the United States. Section 404(b)(1) evaluations are included in the Draft Environmental Impact Statement for construction of the Main Street bridge relocation over the Minnesota River. The July 22 hearing will offer the opportunity to comment on these evaluations.

This hearing is the last of three official public hearings on the selection of locations for the bridge relocations necessary

to complete the Mankato Flood Control project. As the preparation of plans progresses the public will be afforded further opportunities to be informed and comment on the design and right-of-way requirements.

Draft EIS Filed

The Draft Environmental Impact Statement for the relocation of the Main Street bridge over the Minnesota River was sent to the U.S. Environmental Protection Agency (EPA) on June 26, 1981. Copies for review by the public have been placed at the following locations:

Mankato City Hall
Minnesota Valley Regional Library,
Mankato and North Mankato
Mankato State University Library
Mn/DOT District 7 Office, Mankato

Interested citizens are encouraged to study these documents. In addition, the project information office at Ricke Carroll Muller, 209 South Second Street (Tel. 625-4428) will be open weekdays between the Hours of 8:00 A.M. and 5:00 P.M. from July 13 to July 24 to answer questions and receive comments.





WARRY CONTRACTOR WARRY WARRY WARRY WARRY WARRY

BELGRADE-MULBERRY LOCATION PREFERRED FOR MAIN STREET BRIDGE

Four locations have been considered as potential replacements for the Main Street bridge in conjunction with the Corps of Engineers flood control project. The possible alternatives were narrowed down to two designs: one connecting Belgrade Avenue in North Mankato to Mulberry Street in Mankato (Alternative 1CA); the other connecting Range Street in North Mankato to Warren Street in Mankato (Alternative 2A).

Both alternatives satisfy the primary objective of providing protection against the Standard Project Flood for the Mankato area in accordance with the project authorization. Both alternatives, by the elimination of the at-grade railroad crossing currently in use, produce savings to the railroad and to motorists. While neither alternative is considered to supply a net positive contribution to the quality of the natural environment, neither was found to have significant adverse environmental effects. The alternatives are essentially equal in terms of their minimal impacts on the natural and cultural environments.

Both alternatives were found to create adverse social impact in resident displacement and neighborhood disruption, yet neither was sigmificantly superior from a social perspective. 1CA would displace 19 households while 2A would displace 40. Under 1CA, a 50 percent greater traffic volume than under 2A, would impinge on Broad and Fourth Streets in the Washington Park neighborhood in Mankato. These streets have recently been reconstructed to accommodate these anticipated volumes. Potential increases in traffic noise associated with the higher volumes in the Washington Park neighborhood can be reduced to imperceptible levels by prohibiting through truck traffic on Fourth and Broad Streets.

Alternative 2A, while displacing a greater number of businesses than 1CA, should result in a lower loss of annual gross sales (\$1.5 vs \$2.6 million) and annual employee

payroll (\$0.3 million vs \$0.6 million). At the same time, it possesses a slightly greater overall development potential (\$0.5 million) for redevelopment parcels in Mankato. Yet Alternative ICA provides significantly better traffic service, including 1.5 million fewer annual vehicle miles of travel than under 2A. Roadway design characteristics for Alternative ICA are satisfactory, whereas, in Alternative 2A, they are substandard because of the physical constraints of the location. Trunk highway system continuity would be lost under Alternative 2A.

Alternative 1CA would cost \$19,564,000 as opposed to \$24,920,000 for Alternative 2A. On the basis of its significantly lower cost, its superior design and location characteristics for traffic service and safety, and the net overall effect of other factors being essentially equal, Alternative 1CA is the preferred plan and has been tentatively selected to replace the existing Main Street bridge.

AREAS OF CONTROVERSY

Both alternatives were found to create adverse social impacts in resident and business displacement and neighborhood disruption. While neither has been determined significantly superior from a social perspective, a continuing controversy exists between residents of Mankato and North Mankato over these issues. The disagreement centers on which city, if either, would be more significantly harmed by the potentially adverse social and economic effects of residential and business displacement and neighborhood traffic impact.

Mankato and North Mankato officially endorsed a Belgrade to Mulberry crossing in 1974, following initial feasibility studies



CONTROVERSY (Continued)

THE PROPERTY OF THE PARTY OF TH

for the bridge relocation. Then in April 1979 the Mankato City Council withdrew its support for the Belgrade-Mulberry crossing in favor of a neutral position pending public hearings on completion of the current study. At the base of the withdrawal of support is seen a concern for the potentially adverse impact on Mankato neighborhoods, business districts, and redevelopment areas. Mankato staff members indicated their unofficial support for the Range-Warren (Alternative 2A) location, seeing it as providing greater redevelopment potential for the city. North Mankato responded by reiterating its support for the Belgrade-Mulberry location on the basis of that alternative's superior traffic service and design features, lower total displacement (business and residential), and the ·relatively minor effects on the North Mankato Central Business District and neighborhoods.

Public opinion has centered on neighborhood impact -- with Mankato residents primarily concerned with the potential adverse effects in Mankato under Alternative 1CA, and North Mankato residents primarily concerned with the potential adverse effects in North Mankato under Alternative 2A. Residents of Mankato's Washington Park neighborhood, in particular, have expressed strong opposition to Alternative 1CA and support for Alternative 2A. North Mankato's Nicollet neighborhood residents have expressed equally strong opposition to Alternative 2A and support for Alternative ICA. Petitions for and against each location have been circulated by the opposing groups.

Another source of controversy is the State Trunk Highway 60 (TH60) designation on the Main Street bridge. The possible loss of trunk highway designation would place responsibility for the operation and maintenance of the structure on the adjoining cities and counties rather than on the State. Mn/DOT has indicated retention of TH 60 designation would be acceptable for Alternative ICA, which maintains satisfactory design characteristics with full service connections to TH 60. If

Alternative 2A were selected, ramp connections between the bridge and TH 169/60 to and from the south would be lost. Mn/DOT has found retention of trunk highway designation on Alternative 2A to be unacceptable due to its low design characteristics and the loss of system continuity to the south. Mn/DOT has indicated that under Alternative 2A, TH 60 would be relocated from its existing routing on North Front Street and Madison Avenue in Mankato to the new TH 14 bypass at the north edge of the city. Local concern for maintenance costs would indicate that Alternative 1CA be preferred.

COSTS

A breakdown of the costs for Alternative 1CA is as follows:

Right-of-Way	3,779,000
Total	\$19,564,000
Displacements	
Households	19
Businesses	. 7
Employees Total	202
Part-time	58
Full Time	• 144

And for Alternative 2A is:

Construction Right-of-Way	Cost (1980)	\$20,771,000 4,149,000
Total		\$24,920,000
Displacements		
Households		40
Businesses		10
Employees	Total	98
, ,	Part time	43
	Full time	55



OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID DEPARTMENT OF THE ARMY DOD-314



Project Schedule

The July 22, 1981 hearing on the Main Street bridge over the Minnesota River is the third of three hearings on the bridge relocations for the Mankato-North Mankato-Le Hillier Flood Control Project. The first hearing held on March 11, 1981, dealt with the TH 169/60 bridges over the Blue Earth River. The second, held on June 2, 1981, dealt with the Chicago and North Western Railroad bridges over the Blue Earth River. As in the case of the previous bridges, the preferred alternative will be identified and presented for formal public and official comment in the DEIS and at the hearing. Following each public hearing and statutory review period, the Final Environmental Impact Statement (FEIS) containing the recommended alternative will be filed. Upon approval of the FEIS and filing of the Record of Decision, a design study and hearing will be conducted for each selected alternative. After approval of the design study, right-of-way acquisition and preparation of construction plans will begin. Construction is presently expected to begin in 1983. In brief, the schedule is as follows:

January-June	1981
Summer	1981
Summer	1981
1981	- 1982
1982	-1983
	1983
	Summer 1981

Reminder

PUBLIC HEARING ON THE

MAIN STREET TRUNK HIGHWAY 60,

BRIDGE OVER THE MINNESOTA RIVER.

On Wednesday July 22, 1981 at 7:30 P.M. at the National Guard Armory, Second and Plum Streets, Mankato. Doors open at 6:00 P.M. to afford an opportunity to view the plans.

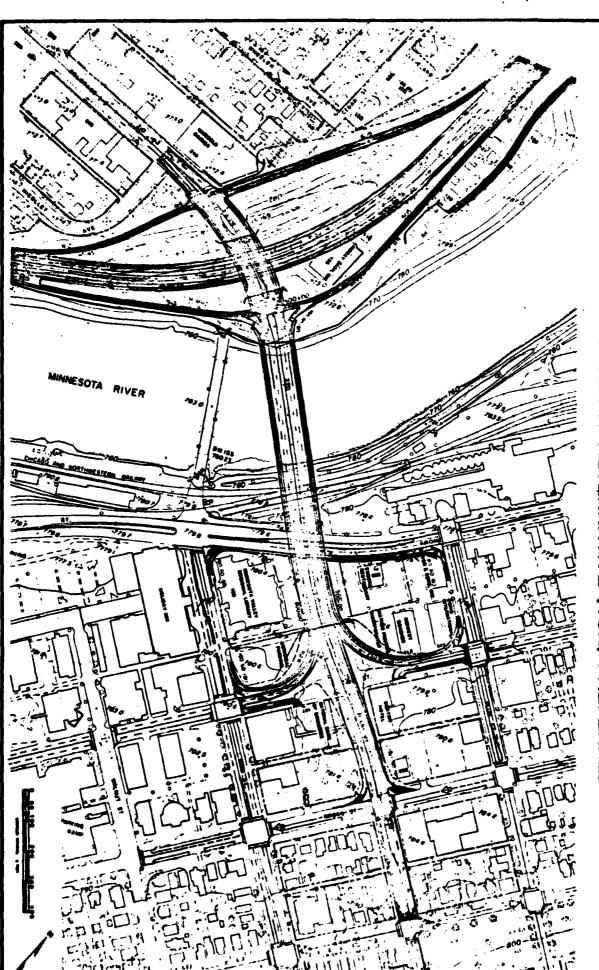
INFORMATION OFFICE ADDRESS:

July 13 to July-24, 1981
Bridge Relocation - Information Office
Rieke Carroll Muller
209 South Second Street
Mankato, Minnesota 56001
Monday thru Friday from 8:00 A.M. to
5:00 P.M., or call (507) 625-4428

The editorial content of the Community
Newsletter is the responsibility of the
staff of Edwards and Kelcey, Inc.,
Consultants. The Newsletter is prepared and distributed by the Bridge
Relocation Information Office and
published under the auspices of the
St. Paul District, Corps of Engineers.

B-24





THE WANTED AND THE STATE OF THE

HATTER BETTEREN FARACAU BESTEVE BESTEVED BESTEVED

BELGRADE-MULBERRY ALTERNATIVE (1CA) PREFERRED

Number 8

April, 1982

MAIN STREET BRIDGE INFORMATION OPEN HOUSE APRIL 22, 1982

An "Open House" will be held at the Minnesota Valley Regional Library conference room on Thursday, April 22, 1982 between the hours of 12:00 noon and 8:00 p.m. The "Open House" will provide citizens with information on details of the proposed design for the relocation of the Main Street Bridge over the Minnesota River.

All corridor residents, business representatives, local officials and interested parties are encouraged to attend. This will be the last public meeting held to receive public input on design of the Main Street Bridge. Representatives of the Corps of Engineers, its consultant, Edwards and Kelcey and the Minnesota Department of Transportation will be on hand to provide information, answer questions, and receive comments on the detailed design layout. Also, a representative of the Corps of Engineers, Real Estate Division will be present to answer questions on the acquisition process.

DESIGN MODIFIED SINCE PUBLIC HEARING

The Corps has modified a design detail of its preferred alternative for the proposed Main Street Bridge Relocation. At the Public Hearing held on July 18, 1981 the Corps presented Alternative ICA at the Belgrade-Mulberry location as its preferred alternative. The Alternative ICA alignment was located south of the center of Mulberry Street in Mankato and allowed the Burton Hotel to remain, while en-croaching on the property of the National Bank of Commerce. Since the public hearing, the Corps has reviewed the comments received, interviewed affected property owners and re-evaluated the relative impacts of Alternative ICA and a similar study alternative, 1CC, which lies along the center of Mulberry Street. Alternative ICC requires the acquisition of the Burton Hotel, but does not encroach upon the National Bank of Commerce. As a result of this re-evaluation, the Corps has selected Alternative 1CC for construction. Detailed preliminary plans of Alternative ICC will be on display at the Open House.

DEPARTMENT OF THE ARMY ST. PAUL DISTRICT. CORPS OF ENGINEERS 1139 U. S. POST OFFICE & CUSTOM HOUSE ST. PAUL MINNESOTA 35101

OFFICIAL BUSINESS
PRIMATY FOR PRIVATE USE. 1900

PROJECT MANAGEMENT BRANCH

FIRST-CLASS MAIL
POSTAGE & FEES PAID
DOD
ST. PAUL, MN.
PERMIT NO. G-5

Project Schedule

The present schedule for completion of the bridge relocations for the Mankato Flood Control Project is as follows:

Complete Design Memorandum	No.	8
Main Street Bridge	May	1982
TH 169 over Blue Earth	-	
River	Jul	1982
CNW over Blue Earth		
River	Aug	1982
WT 4.6T	nuy	1902
Begin Right-Of-Way Acquisi	tion	
Main Street Bridge		1982
TH 169 over Blue Earth		
River	.Tu 1	1983
WIAGI	Jul	1903
Plans, Specifications and	Estin	ate
Main Street Bridge		1983
Start Construction		
Main Street Bridge	Oct	1983
TH 169 over Blue Earth		
River	Jun	1985
CNW over Blue Earth		
River	Oct	1986
WYART		4700

Reminder

MAIN STREET BRIDGE INFORMATION OPEN HOUSE

APRIL 22, 1982

12:00 NOON - 8:00 P.M.

MINNESOTA VALLEY REGIONAL LIBRARY

MAIN STREET & PIKE STREET, MANKATO

Information meetings for TH 169 and Chicago and Northwestern crossings over the Blue Earth River will be announced in future newsletters.

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared by the Consultant and published and distributed under the auspices of the St. Paul District, Corps of Engineers.



Wankele - N. Mankele - LeHillier

Newsletter

Number 4

November, 1979

Public Hearing Rescheduled

changes will require extra time for the preparation of the necessary reports.

As a result, the project schedule has been changed and the filing of the Draft Environmental Impact Statement and the Public Hearing have been rescheduled to next Spring. these charges, it became necessary to revise the Environmental Impact State-ments being prepared for the bridge relocations for the Numbato-N. Munkato-Le Hillier Flood Control Project. These The Federal Council on Environmental (quality recently changed its regulations for the preparation of Environmental Impact Statements. Because of

PROJECT SCHEDULE

The impacts of the alternatives and the public comments are being evaluated. Three alternatives are being considered at the Chicago and Northwestern Railroad crossing over the Blue Earth River, two at the T.H. 169 for crossing over the Blue Earth River and two for the replacement of the Main Street Bridge over the Minnesota River. These were described in the May newsletter and were presented and discussed at the public information smetings May 30 and 31, 1979.

The preferred alternatives will be identified and presented for formal public and official comment in the Draff Environmental impact Statement, which is planned to be circulated in the early Spring. During 1980, a public hearing on the project will be held. Following the public hearing, the Final Environmental Impact Statement containing the recommended alternatives will be filed. Upon approval of the Final Environmental Impact ment and filing of the Record of Decision design studies and hearings will be conducted for the selected alternatives.

After approval of the design studies, right-of-way acquisition and preparation struction plans will begin. Construction is presently expected to begin in 1983. In brief, the schedule is as

File Final Environmental Impact Statement (FEIS) FEIS Approval & Record of File Draft Environmental mpact Statement Public Hearing

Design Studies & Hearings Right-of-Way Acquisition and Construction Plans Start Construction

March 1980 April 1980 June 1980 1980-1981 1981-1982

Bridge Relocation Acustetter

BULK RATE
U.S. POSTAGE
PAID
PAID
PERMIT NO. 470
WANKATO, NN 56001

INFORMATION OFFICE

Because of the delay that has occurred, the project information office has been temporarily closed. However, it will be repopened after the Draff Environmental Inpact Statement is filed and will be open during the period surrounding the Public Hearling. An amouncement will be made at the time of this reopening. In the inheria, questions and comments may be addressed to Rieke Carroll Muller in Hankato; P. O. Box 66, Mankato, W. 56001 or telephone (507)625-4428

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

CORRESPONDENCE



TEN/ 412/File Markel.	STATEMENT CARECENED JAN 2 1 878	LARECEIVED JAN 2 1 1979
ALC KAST.		Check One
St. Paul Dienter, Corps of Engineers	Nomeitt.Gubtet Ave.	DElected Official
BRIDGE RELOCATION INFORMATION CENTER	TOO WELL AND THE PROPERTY OF T	☐ Public Agency Representative
February 12, 1979	388 - 1934	Group Representative
	× sa × ox	MPrivate Citizen
	Would Like To Speak	Position, Agency or Group
	Will Be included in The Record Of The Meeting.	
	Stolement y husband and I. it The hard the menting at Markh Markato fre 115 th	L Marth Lankato Tre light
235 Hicollet Avenue North Hankato, MR 56001	good 11: 12 the have lived at this location for over 25 yrs. Our have is fill the location for over 25 yrs. Our have is	this house. Refersforus
Deer Mrs. Phales:	- WITT CORPLY To paraion and will have only what money we can save to thive our	nay me can save to tilve on: e-paymente or to pay reateHy bot to leave because of a
	DOTOGECK 10 years so - tharsfors his serving sancity has been limited. I	Acity has been limited, I
her time to call you by prome several times, but have been unable to reach you.	means many really abut someone is going to be shoomen ence by this relocation has F	id by this relocation hus F

ar 3. 11:11 anough to hope it isn't going to be us Ill the faller of the said

merican Zin munin - com. munic 2/40 munic 2/40 munican Mol 287 7/40

gather information will be selected. It is necessary, however, to gather information on each of the alteratives in order to make the proper comparisons for all factors such as numbers of people affected, costs of right-of-way acquisitions, costs of construction and many others.

on any of the alternate locations at this time. It could conceivably be near the end of the year before it is known which location will be selected. It is necessary, however,

We do have your comments on file and, these along with others, will be considered during the route selection.

We appreciate your concern as to the relocation of the Mein Street Bridge and how one of the alternatives could possibly affect your house.

Sincerely,

Odin C. Berge, PE-Information Office

1 m

=

CARD STATEMENT

STATEMENT CARD	ARD 5/3/77
1- 1- 10 - ali 10 10 3 3 4 5	Check One
Address 115 MHz 4th	☐ Elected Official
11 6	☐ Public Agency Representative
	☐ Group Representative
Yes No	ZPrivate Citizen
図 □ Would Like To Speak	Position, Agency or Group
All "Statemant Cards" Submitted With Written Comments. Will Be Included In The Record Of The Meating.	
Stotement Liverill files To pice Sent This is formal	for a popular
ייילי יילי יילי יילי אווא אווא אווא אווא	
Lynn 4 ht 14/73	

EDWARDS AND KELCEY, INC.

CHARL INCORDER FOR FOR THE PARTY OF THE PARTY OF THE SERVICE OF THE SERVICE OF THE SERVICE SERVICES TO SERVICE TO SERVICE

4930 WEST SEVENTY-SEVENTH STREET, MINNEAPOLIS, MINNESOTA SS438

June 6, 1979

Mr. Floyd Wenner 115 M. Fourth Street Mankato, MN 56001

79-204, Mankato Flood Control Bridge Alterations Subject:

Dear Mr. Wenner:

Thank you for your interest in the project and your suggested possibility for a solution to the problem. We have studied your diagram and the implied design. We find, however, that it would not be feasible to build such a design because of the very steep grades and sharp turns that would be necessary to physically fit it within the limits you show, i.e. Belgrade Ave. at T.H. 169 and Pike St. anywhere between the C & N.W. R.R. Depot and Cherry St., would not meet acceptable State and Federal design standards.

Very truly yours,

EDWARDS AND KELCEY, INC.

Thomas 1 160 Line ...

Thomas E. Wetmore Project Manager

M./DOT 19331 (4 7)

cc: R. Penniman, Corps of Engineers Dale Shaw, Mn/DOT, Mankato

THE PREE PRESS, MANKATO Friday, June 29, 1979-13

Readers' Points of View

Bridge plan has merit

LIVINGSTON - BOSTOM - NIN YORK

I was present at the May 31 meeting concerning the new bridge to be built between Mankes on North Mankes of Speciated another possibility which could make both either happier — a cruck day with no equilement of the both of the barbor of the barbor of the part of the barbor of the b

Wieyer . and sons, inc.

CONTINUOUS CUSTOMER SATISFACTION SINCE 1832

September 8, 1979

Titted sen person

TOU HAGEDORN Le Doies, Heater

Taxes Posts and ACTICATOR

transmine brief

Congress of the Tinited States Douse of Representatives Washington, D.C. 20515

STATES STATES

20000

Autor (40, 20mm and 510 to 50

September 12, 1979

District Office US COPPS OF EMINEDS 190 S. Kellogg Blwd. St. Paul, Finnesote

THE MALIKATO BETTOOS RELOCATION PROJECT

As one of the businesses that could be affected by the bridge relocation, we are very concerned at the sudden termination of availability of information on this project.

The closing of the local information office, the lack of any mailings or news releases, the great abundance of rumors; and the seculng cancellation > of the public information meeting scheduled for September leaves us wondering about the status of the project.

Our future business planning is definitely affected by the future of this

Obviously, there has been very little information re-leased in recent weeks concerning the new bridge and I can certainly understand the anxiety this has caused to many

people in the area. If at all possible, I would greatly appreciate any information you might furnish me regarding the progress of your study and when some formal announcement is likely to be made.

Thanking you for your time and consideration in this matter, I am

Sincerely ygurs

I am writing to express my interest in a letter sent to your district office in St. Paul from Mr. Paul Meyer of Mankato, Minnesota with regard to the relocation of the Mankato Bridge.

U.S. District Engineer 1210 U.S. Post Office and Custom Rouse St. Paul, Minnesota 55101

Dear Colonel Gay:

Colonel Forrest T. Gay

Specifically we would like to know: a. Is there a new study being neds, and if so, what has happened to require a new stady.

Informed on the project.

". B inen, and how, are we to be kept

Co. initional meetings, reconnendations, and Mediations? ; ن

ce Ins Senorable for Bagedorn.

V. Pres., Keyer & Sons, Inc.

THE STORE WITH MORE FOR YOU

B-32

Member of Congress 1-11 Tom Hagedof

TH: 8p

13 EP-19

Inquity from Congressean Thomas Hagedorn on Manhato Flood Control Project

errolled interest theretains the second the second second

Nems for Bacord

Design Branch Laginary

Mr. Penalman/ev/7569

1. On 27 July 1979, I received a telephone inquiry from Congressman Ragedorn coccerning the status of planning for replacement of the Main Street bridge. Mr. Regedorn stated that he was familiar with the Belgrade-Hulberry and Range-Narren alternatives being considered and wanted to know which plan is favored.

2. We indicated that he was aware of affected internsts objecting to the Balgrads-bulberry plan because the impact of diverting traffic into their neighborhood could be greater than would otherwise be experienced from flooding itself, which does not affect the injected meighborhood. I replied that this contern, as well as other concerns, over equally sematitive issues common to both alternatives are baing considered in our avaluation. I stated that the consultant, Edwards and Ralcey, found the Belgrads-bulberry plan to be the most desirable and that is would most likely be recommended as the preferred alternative in the draft environmental impact attacent supplement to be issued about mid-November this year, and that a public hearing would be held in January 1900 before a final describes would be made.

3. Congression Hagedorn them asked if the \$3.5 million difference in cost between the two alternatives included the cost of rights-of-way. I replied that it did. I also added that Minnesota Department of Transportation officials have stated that the Trunk Highway 60 designation that exists on the Main Street bridge could be continued on the Belgrade-Mulberry crossing but not on the Range-Marren crossfactor.

4. Mr. Ragedorn concluded by asking if the final decision rested with the Corps. I stated that it did.

MOBERT PENNINAN Project Development Section Design Branch Engineering Division

> Cr: Redding file

Department of the Army '
St. Paul District. Corps of Engineers
1135 U. S. Pott Office and Custom Mouse
St. Paul, Mn. S5101

NCSED-D

1 October 1979

Ronorable Thomas Engedorn House of Representatives Washington, D.C. 20515

Dear Mr. Bagedorn:

This letter is in response to your 12 September 1979 letter of inquiry concerning the status of the bridge relocation study for the Mankato-Morth Mark Mark Marks Thood Control Project.

The concerns addressed in Hr. Paul Meyer's letter are certainly appropriate at this time in view of the delay we have experienced in the past for wonths in proceeding with our study. A copy of our response to Mr. leyer is inclosed.

Implementation of recent regulation changes in response to the new CEN guidance on environmental impact statements (ELS) has necessitated making adjustments in our contractual errangements with the consultant (Edwards and Releay) doing the bridge study. We are just concluding our negotiations with the contractor and expect the work to resume the first part of Gerber. The impact of these changes will delay completion of the quist ELS, previously scheduled for September, until Parch 1990. The public hearing scheduled for September, until Parch 1990. The public hearing scheduled for September, until Parch 1990. The information office in Pankato, witch was closed in July, will 1990. The information office in Pankato, witch was closed in July, will be seconed during the review and by newaletter in October explaining the current estatus of the study and changes in schedule for future events.

I trust this information and a copy of our letter to Mr. Mayer will be adequate for your needs at this time.

Sincerely,

1 Incl

WILLIAM W. BADGER Colonel, Corps of Engineers District Engineer



DCPANTAIGNT OF THE ANNY ST PAUL DISSUIS OF THE STREET NAS US SPORT OFFICE & CUSTON HOUSE ST PAUL, MINNESOTA SENI

MENT 16 ATTESTION OF: KCSED-D

28 September 1979

Nr. Paul Mayar Wice Procident Mayar & Sons, Inc. 227 Horth Frent Street Hankate, Himmenta 56001

Dear Mr. Neyer:

Deference is unde to your & September 1979 letter requesting information on the status of the bridge relocation study for the Mankato-Morth Mankato-La Millier Flood Centrol Project.

It is all interest to us to learn of your concern regarding the bridge relocation study as it has been some time since any information has been
made available on the project. We would like to point out, however, that
me new studies have been initiated since the last public information meeting in May except that we did evaluate one alignment suggested by Mr. Floyd
Menner at the May meeting. Mis proposal was not at all feasible because
the steep grades and sharp terves necessary for such a design would not
meet State and Federal design standards.

The may recall that a project exhedule was provided in the May Mevaletter which indicated that a draft environmental impact statement (EIS) would be intralated in September and a public hearing would be held in November. Unfortunately, there have been delays in our study due to recent changes in the regulations governing the preparation of the EIS. Implementation of these changes be required the changing of our contracted arrangements as the concentrated for the study. Consequently, completion of the draft EIS has been rescheduled for thorth lond and the public hearing will be held in April 1990. A newletter will labe is asset in Decober updating the current status of the study and announcing the review of the review relocations.

NCSED-D Nr. Paul Mayer

28 September 1979

Based on our evaluation of the impacts and the public comments heard at the informational meetings, a preferred alternative will be identified and presented for formal public and official comment in the draft EIS to be circulated in Murch 1880. During the draft EIS review period, a public hearing will be held (April 1880). The information office will be reopened during this review period and will remain open for about 1 week following the public hearing. Within a few weeks after the public hearing a decision will be made on the alternate to be recommended for selection. The final EIS will be filled with that recommendation. Upon approval of the final EIS, design study phase, additional public information meetings will be held to resolve design refinements. One final public hearing on the design study, right-of-way acquisition will begin. Construction is currently scheduled to begin in 1983.

If we can be of further assistance, do not hesitate to contact this office.

Sincerely,

WILLIAM W. BADGER Colonel, Corps of Engineers District Engineer YOUR PROPERTY PROPERTY PROPERTY SHOWER SHOOTS ACCRECATE FOR SHOWER PROPERTY SHOWER SHOWER

Memorable Rudy Boachwitz United States Senate Washington, B.C. 20310

Dear Senator Deschults:

sots Department of Transportation's "Action Plan" guidelines for the plan coordination with the Massests Department of Transportation and the Federal Bighway Administration, it was found appropriate to adopt the Minnetrict contracted the services of Edwards and Kelliey, Inc., an architectquate clearance for the design flood. In Augus: 1978 the St. Paul Disengineer firm, to conduct a multidisciplined study to determine the most and railroad bridges will have to be raised or relocated to provide adeappropriate means for altering these bridges. As a result of extensive project at Marketo-North Marketo-Leffillier, Minacisota, existing highway This letter is in response to your letter from Mr. and Mrs. Leo Schmidt As part of the improvements needed to complete the local flood control of Manhate, Muneseta, concerning the Manhato-Novth Manhate bridge.

for replacing the existing Main Street bridge that would link Delgrade Ave-Releay for the cities of Manhato and North Hankato, a plan was recommended In an earlier "Bridge Relocation Study," completed in 1974 by Eduards and ave in North Mankats with Mulberry Street in Mankato. Although that plan hearings and the preparation of an environmental impact statement were Street bridge in our current study, certain of the alternates vers dewas adopted by renolution by the two city councils, it was determined that the bridge alternatives would have to be restudied since public the numerous alternatives that have been considered for the Main not a part of that atudy as required by the "Action Plan."

Monorable Rudy Boschwitz

July 1979

termined to be significantly less desirable and were dropped from further and Kelcey. Currently, the findings of our study show that the Belgrade-Mulberry plan will most likely be recommended as a preferred alternative Range Street in North Mankato were judged the most destrable by Edwards consideration. On the basis of the major factors and criteria used in sarlier study and a crossing connecting Warren Street in Mankato with evaluating the alternatives, the Belgrade-Mulberry crossing from the in the draft environmental impact statement.

portation maintains that the Trunk Bighway 60 designation currently existing m the Main Street bridge could continue for the Belgrade-Mulberry crossing, Mankato has not taken an official position. Minnesota Department of Transout could not be kept on the Range-Varren crossing. The reason is that the offected interests wis newsletters, public information meetings, and local lange-Warren alternative does not meet current traffic movement and safety acceptable alternative a difficult task. The city of North Mankato offi-During our study, substantive information was provided to the public and bevs media. Controversy has evolved which will make the selection of an cially supports the Belgrade-Mulberry crossing. At present, the city of

the Undings of this study are now being resided for the preparation of location study report and a draft environmental impact statement to scheduled to follow in mid-January, with a decision on the selection be circulated for review in mid-November 1979. A public hearing is shortly thereafter.

I trust this information will meet your needs at this time.

Sincerely,

April 18, 1979

Roger Hofmeister, President Mr. Roger Hofmeister, President Old Town Neighborhood, Inc. 307 No. Front Street, Old Town Mankato, Minnesota

Dear Mr. Hofmeister:

by the American State Bank with respect to the individual proposals or Warren Street. To priefly summarize the conclusions reached This week we discussed the relative merits of a bridge crossing i herewith submit the following points which have been deemed the Minnesota River at two points; namely, Mulberry Street pertinent to the decision reached.

The advantages of afternate 2A (Warren Street Proposal) are as

- Goo access to parking lots and the Mall. Convenient access to North Front Street businesses
- Relocation of a minimum of business establishments. and the Mankato East shopping complex.
- No division of the downtown area from the Old Town area. No heavy treffic in residential areas; such as Broad Street
 - and North Fourth Stroot.
- Leaves prime commercial land available for development in the Main Street, Mulberry Street areas. Would promote business activity in the Poplar Street area

The disadvantages to Mulberry Street location are as follows:

- A visible division of Old Town from the Downtown Mall area.
 - Loss of prime taxable commercial property.
 - Hoavy traffic through the residential areas of North Fourth Street and North Broad Street. 7 e 4
- Complicates business access to Old Town business area.



Mr. Roger Hofmeister, President April 18, 1979 Page 2

Section 15.55

Services.

The Though

ANY CONTRACTOR LINES - ANY CONTRACTOR OF THE PARTY AND ANY CON

28.4

(3)

areas on Park Lanc is that the policing of litter is a serious problem. Any ability to place the bridge in such a position that this litter does not become an "eye sore" is a real located on Mulberry Street. My observation of the bridge Location of the bridge is a matter of grave concern to us because we will have such close proximity to it if it is advantage.

at your convenience; and should you have any questions, please We will be most happy to discuss these proposals with you feel free to contact us.

President <u>ز</u>ز

Sincerely

EFK/dm]



TANK THE AND IN A LAND

BANK IN! AMINICAN WA-

MANKATO PUMBING & HEATING CO., INC.

N-1 34 312

Marten, Men. 1480

April 17, 1979

TO WHOM IT PLAY COMERN

Ref: Bridge Relocation Mankato - N. Hankato, Minnesota

Gentlesen:

contention, based upon the observation of the present traffic patterns, the best solution to the traffic problem would be to relocate the bridge from Fadlatos Avenue in Manhato to Monroe Avenue in Morth Fanhato. It appears also, thic is the most economical proposal. We want to go on record as being in favor of the above proposal. I think the domition area would also benefit by turning the existing Main Street bridge into We are located at 530 North Front Street in Old Town. a pedestrian walk way.

いったしたっ 'Liceme Sincerely,

Jerome Sheehan, President

Robert Barnett

barnett photo service

Robert O. Barnett Lois C. Barnett Owners of property 100 Minnesota St, Manketo, Minn

Lois C. Barnett Nademe Pettengill Owners of property at 112 Belgrade N. Mankato, Kinn 56001

As we can not attend this bridge meeting tonight we wish to take this means to let you know that as property owners directly and indirectly affected by both bridge routes that we strongly urge that the Belgrade Mulberry site be selected. Two thingsinfluence our thinking, Why build another bridge so close to the one we already have at a greater cost both in money and impect on people? If you don't build the bridge on Bajgade what will happen to that area that has already been demaged by a highway taking most of the area? Both the business area and the people who own homes on River St have seen this area become more of a depressed area every year. Most of these people have accepted the idea of moving as government agencies have been tailing them for years that they would have to move. The people on Range street have not had this threat hanging over their head and they These considerations would not be important if the Range Street location had merit to it and if it does I fail to see it, even though our business at 100 Minnesota St probably would benefit from it once you got through raising Pike St. are not ready to move.

100 Minnesota St., Mankato, Minnesota 56001 • (507) 387-4146

JS, ddd

MI, THE UNDESTONED, ARD CONCERNED CITIZEDS OF NORMED MANKATO, NA

SILE TO SO OF REPORT AS OPPOSING THE HATER - CHARTER ST. SITE gradi ADORESS TOR THE LAW BRIDGE. Shani

PETITION FOR ECONOMIC UPPACT STATEMENT IN RESPECT TO UNITED STATES ANY CORPS OF ENGINEERS LOCATION OF NEW FLOOD CONTROL BRIDGE ACROSS THE MINNESOTA RIVER.

the United States Army Corps of Engineers are proposing the location and asstruction of a man bridge across the Minnesots Miver to replace the Main Street Bridge which must be removed to ment flood control requirements, and the Corps is proposing the location of this bridge on the basis of a sudd WEREAS, the Corps & which contain WEREAS, an Economic

are affected by the scope and degree of services provided all units which are affected by the aforementioned economic WEREAS, the undereign

PETITION that the United States Army Corps of Engineers be required to prepare and file a detailed ECONOMIC DEPART STATEMENT prior to the final location and

	4. Wanklich	7	11. 11. 11. 11. 11. 11. 11. 11. 11. 11.		7. 10 (1. 1) AL	12/2/1	1	(AC) 75	- March 12	17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	1 y work		Maximo, Mo				7.7.		Tribut.	Bucket	- W.	21. M. 6. 6. 11.4.	1.6 2 3.0.	, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		2 1 2 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2	1/4			1.11
ADDRESS	24	516 Lastry 1718	1 200 20 1/2/1		12% 1	129 Lun		Br. 115	,	130.	Star dome.	TO TOTAL STATE OF THE TANK OF). A	(1909)	1061 1 Bonn	15.34 N b'cal	137 A. 75	W. 6	13.18 4 5.51	9.23 N 147	914 N 5 IV.	155 marker	1601 Pechal Dr	1406 2 1/1	14.3 Sec. 11.	14 200 11		20/ 64 Just	,	18129 150	1
DAM /	miller Deep	the start	Carrie of a Olino	J. 1.1.	Jemes Misse	Change Wearen	de 5 June	in in all	44 Deng 510.1	"Herry fell	The state of the s	(C. L.C.	100/	4.10.	Male	21 Mit	L'h Shun	Dyna Kuna	Miller Mark	Jet 6 munch	April Callings	Wagner Plan	Jules Back	12 Miluston	Janes Sindley	4	Bulle M. Bornolto	محسد بالمال سيال	when Kee	I lank stood	DAG WAGGERA	Jun Why

And the control of th

the initial factor, to be now the state of t

table City Committee th Manieto City Committee that Day Day Day Committee that Day Day Day Committee

respect comments are

A. COMPANY

I, the underrigated targets of the Block of indicates the seat the back the back of the Block of the back the back of the back of the series impact on the series target on Block of the series impact on the series target on the series of the

17 Spag Killes

NAME

NAME

278-2407	2.52	3269	6/22	2 - 1 - 2 e	1.6265	95.	9.	3-1	12.50	00°	77.73	455200	345.4216	257.2457	245-3469	345-34.9	8/
	" (men)	Course State force	to ingent the	Julbury street	high fact, land	La la ming to C.	At Come II	May Restricts no file Restora	igned tappyer of the State of Manael Buckes, do hereby stryngly, system Radiosofferth handete bridge on Mal	the metire emmenty. I structly upp more to consider other alternative	Charles of the same	11 S PR 4400 11 .	161 or man	1.1	Sie Linni	in the state of th	
Mes P. Camer		Titalia de	Trades of	Jan Maria		The state of the s	Sand.	200		200	77.	Le sen wannen	Ties that makewald	Marta Wieskarl	A Section of the Contract of t	Jung Caret	
388-1944	387-212)	387-6288 663-6530	388-4606 665-2758	287-361	367-2958	387-3959	384-7644	SF2.5748	125-112	388-227K	387- 7539	387-2252			345-31XP	359-1467	30.000
421 N. Band 31.7 Elm	71]	128 E. Libet	del Cyres St.	4 11 Serve	126 parties signed this Park Mismosoft. 126 parties at the Paul Mismosoft. 126 parties at the Paul Mismosoft.	His The Braid	417 Ro. Bern D	13 1/2 B	- 1	736	315 72 Gread	308 W. Band	tç.	308 N Gread	233 M (Buch)	324 h Brodel	
Lucky	12 Suck.	ichae v	and Make	بق	, A .	, 🛪	Grand	hustuk	LA Vozoiak	Kouthe (ex)	othernet fruite	is Dem	47	Junaa	arten	Sear Sear	14

B-39





DEPARTMENT OF THE ARMY ST PAUL DISTRICT CORPS OF ENGINEERS 1135 U S POST OFFICE & CUSTOM HOUSE ST PAUL. MINNESOTA 55101

REPLY TO ATTENTION OF: NCSET-D

6 July 1981

NOTICE OF PUBLIC HEARING

- 1. A public hearing will be held by the Commander, St. Paul District, Corps of Engineers, at 7:30 p.m., Wednesday, 22 July 1981, at the National Guard Armory, Second and Plum Streets, Mankato, Minnesota, to receive oral and written comments concerning proposed alterations to the Main Street Trunk Highway 60 Bridge over the Minnesota River. The doors will be open at 6:00 p.m. to provide opportunity for the public to view the proposed plans.
- 2. A report on the study of bridge alterations, proposed for the flood control project, that summarizes the investigation of alternative solutions related to raising or replacement of the bridges and discusses the respective environmental impacts of those alternatives, was issued on 26 June 1981. Copies of that report, as cited below, are available at these locations: Mankato City Hall; North Mankato City Hall; Minnesota Department of Transportation, District 7 Office, Mankato, Minnesota; and Minnesota Valley Regional Library.

FLOOD CONTROL

MINNESOTA RIVER, MINNESOTA

MANKATO-NORTH MANKATO-LE HILLIER

DESIGN MEMORANDUM NO. 8 - PART I (Location Study)

AND

DRAFT SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT FOR BRIDGE RELOCATIONS

MAIN STREET TRUNK HIGHWAY 60 BRIDGES OVER THE MINNESOTA RIVER BETWEEN MANKATO AND NORTH MANKATO

3. All interested individuals, groups, and agencies are invited and urged to be present or represented at this hearing. Everyone will be given an opportunity to express his/her views and to furnish specific data on all aspects of the proposed project, including technical, economic, social, ecological and environmental material. Statements should be supported by factual information insofar as practicable.

NCSED-D

6 July 1981

SUBJECT: Notice of Public Hearing

- 4. Oral statements will be heard, but for accuracy of the record, all important facts and statements should be submitted in writing. Written statements may be handed to the Chairperson at the hearing or may be mailed beforehand to our office. All statements, both oral and written, will become part of the official record on the proposed activity and will be made available for public information.
- 5. Section 404(b)(1) of the Clean Water Act of 1977 requires that proposed water resources projects comply with Federal regulations regarding the discharge of dredged or fill material into waters of the United States. Section 404(b)(1) evaluations are included in the Draft Environmental Impact Statements for construction of the Main Street Trunk Highway 60 bridge relocations over the Minnesota River. The 22 July hearing will also offer the opportunity to comment on these evaluations.
- 6. All statements should be addressed to the Commander, St. Paul District, Corps of Engineers, 1135 U.S. Post Office and Custom House, St. Paul, Minnesota 55101, ATTN: Environmental Resources Branch, Engineering Division.

MILLIAM W. BADGER

Colonel, Corps of Engineers

Commander

DEPARTMENT OF THE ARMY ST. PAUL DISTRICT. CORPS OF ENGINEERS 1135 U. S. POST OFFICE & CUSTOM HOUSE ST. PAUL MINNESOTA 85101

OFFICIAL BUSINESS
PENALTY POR PRIVATE USE, 1900

FIRST-CLASS MAIL
POSTAGE & FEES PAID
DOD
ST. PAUL, MN
PERMIT NO. G-5

DESIGN BRANCH

CONTRACTOR INCOME.

AGENDA

PUBLIC HEARING

22 July 1981

Draft Supplement II to the Final
Environmental Impact Statement
for Bridge Relocations
Main Street/Trunk Highway 60
Bridge over the Minnesota River between Mankato and North Mankato
and 404B Evaluation for Water Quality Issues on the
Minnesota River Bridge Crossing

- 6 p.m. Opportunity to View Alternative Plans
- 7:30 p.m. Opening Remarks by Colonel William W. Badger (District Engineer, St. Paul District, Corps of Engineers)
 - Reason for Meeting/Project Background
 - Introduce Study Staff
 - Explain Rules for Hearing
 - Introduce Project Engineer
- 7:40 p.m. Tom Wetmore, Project Engineer of Edwards and Kelcey, Inc.
 - Project Overview
- 7:55 p.m. Colonel Badger
 - Call on City Officials for Statements
 - Read Written Statements
 - Call on Public to Hear Comments
 - Questions and Answers
 - Closing Remarks

Written comments may be entered into the Public Hearing record if received within 10 days. These comments should be sent to:

District Engineer U.S. Army Engineer District, St. Paul 1135 U.S. Post Office and Custom House St. Paul, Minnesota 55101

PARTICIPANTS IN THE MAIN STREET BRIDGE PUBLIC HEARING

Representing the U.S. Army Corps of Engineers:

Colonel William Badger. District Engineer.

Mr. Peter Fischer. Chief of the Engineering Division.

Mr. Robert Penniman. Project Manager for the Mankato project.

Mr. Charles Workman. Chief of the Economics and Special Studies Section in the Planning Branch.

Mr. David Miller. Senior Sociologist and Environmental Impact Statement Coordinator for the bridge study.

Mr. Gary Ditch. Chief of the Real Estate office.

Mr. Robert Dragonette. Real Estate office.

Representing the Minnesota Department of Transportation:

Mr. Lloyd Nelson. The District Engineer for the Minnesota Department of Transportation's District 7 office in Mankato.

Representing the Contractors:

But to the

STATE STATE OF THE STATE OF THE

Mr. Amardo Romano. Vice President and Manager of the Minneapolis office of Edwards and Kelcey and Project Director of the bridge study.

Mr. Thomas Wetmore. Associate of Edwards and Kelcey and Project Engineer for the bridge study.

Mr. Robert Sands. Associate of Edwards and Kelcey and principal land-use and transportation planner for the bridge studies.

Mr. William Hohle. Civil Engineer with Edwards and Kelcey.

Mr. George Brophy. The Planner Manager with Rieke, Carroll, Mueller for the studies which deal with the social and economic impacts of the relocations.

Mr. Odin Berge. Information Officer, responsible for the local public information office.

These people will be available to answer questions you may have concerning the Main Street bridge relocation study.

NEWS CLIPPINGS

M. Roman 15pbs Twinner 15il

F-Wedneday, Sept 20, 1978 THE FREE PRESS, MANKATO

Office to explain bridge changes

Edwards and Kelvey, Inc., a Minneapolis consulting firm, will evidently a behalto office to publicly discuss changes concerning bridges over the Missesoda and Blue Earth rivers in connection with the Mankato-Nerth Mankato-Le Hillier flood

control project.

The office will explain the options to local citizens and sisten to the citizens and sisten to the citizens index, according to a statement released today by the U.S. Army Corp of Englances, which is in charge of the flood-control project.

Objectures are to determine the best location for the Main Street bridge over the Minmesota River. The replacement or raising of the two Highway 189 bridges over the Blue Earth River.

The consulting firm will orthe Blue Earth River to Highway and hearings. It will also prepare an environmental impert statement, expected to be completed in about a year.

Anyone wishing to receive a hereitette and announcement from the firm excenting the bridges should write Annardo J.

Anyone — I having to receive a hereitette and announcement from the firm excenting the bridges should write Annardo J.

Mannaso P. E. project director.

Edwards and Ketery Inc., etco.

Edwards and Ketery Inc., etco.

W. TTB S. Minnespole, \$5458.

39-Thursday, October 12, 1978 THE FREE PRESS, NAMECATO

Bridge traffic to be surveyed

Motorista crossing the Main Street, Highway just and Highway 14 befides over the Minnesoda River, and the Highway 169 Befides over the Minlife Blue Earth River, will be auryoyed beginfulfic requirements in conretific requirements in conretific requirements in conretific requirements. Bond contraffic requirements in conretific requirements in formation
and propert. Questionally and solved briefly
and handed a postared questionaire to determine where they
are coming from and gloug to,
and the purpose of their trip
across the bridge. The postage-

paid surveys are to be filled out and returned later, to avoid trail. It diaruptions

The project information office of the Copys is located in Room 200 of the Northwestern Office Building, 200 3, Second 21, The Building, 200 3, Second 22, The Office said the rurvey will be office said the rurvey will help determine traffic circulation for the considered Studies will be considered. Studies will be considered.



before new bridge becomes reality Years of study, planning ahead

By NEAL ST. ANTHONY
Pres Staff Writer
Things used to be a fot simpier when Odin Berge was designing bridges. The 61-year veteran of the Minnesota Department of Transportation, who
retired in 1977, said his craw
would determine what was
needed in the fall, design it is
needed in the fall, design it is
but bridge building has gotten
But bridge building has gotten
more and more complex. State
and federal I awas require
and federal I awas require
sociate and paraming. And in the
case of a new Main Street
strides and palaming, And in the
case of a new Main Street
strides between North Mankan
and Eashatto. forget it, it's gomig to be year.

"If everything goes on achedsie, may be year.
"If everything goes on achedsie, may be the enginesting consulties, may be the enginesting consultes on a new bridge.
Determining the location and
design of a new bridge will take
at least two years.

That has mystilized some observers who recell that Manhab financed a 1973 study to debridge. That study leased toward construction of a causeward construction of a causeward construction of a causeward that would have connected
Setgrade Avenue in North Manher kurrant bridge.

But that study (performed by
some of the firms which is back
for this round) has been shelved
in favor of a fi-million effort
that will survey several are
bridges to be altered or rebuilt
in connection with the U.S.
Army Corps of Engineers Flood
Control Project.

The research underway is supposed to cover everything from
what sequate creatures will be
affected by construction to the
for a structure by the
Cor a structure to replace the
current Main Street Bridge,
which was built in 1861.

• Belgrade to Mulberry. The 1973 perference is favored by many because it would divert heavy traffic away from possible bottlenecks at the Region al Library and the new Holiday lins and give drivers a block longer to slow before merging with downtown traffic. It's the best possibility we see right now. Berge said. "gut we don't want to give the impression that anything's been decided yet."

Rebuilding the bridge at its current site, which would mean the existing bridge would have to be demoliabed, severing the main link between the two down.

See NEW BREDGE
(Please form to Page 9)

Connecting Nange Street with the Cherry-Warren on way pair in Mankato, south of the current bridge. cowns during construction

Connecting Monroe Avenue in North Mankato with Medison Avenue on the east side of the river, which would move the bridge several blocks north of

its current focation.

The Main Street Bridge is not the only structure scheduled for replacement. The wint Highway 189 bridges will have to be raised to aurmount but the flood control project's existing and proposed levees and floodwalls along the Blue Earth River in Le Hiller. Transportation Company's bridges over the Blue Earth River will have to be altered to clear the existing and proposed flood barriers.

In the Corp's estimation, the existing and proposed flood barriers.

In the Corp's estimation, the existing bridges added to the high waters upstream in the high waters upstream in the

were going to be mugged by the collegians who delivered them. Others discarded or uponed the pre-tramped caring. Others have been filling them out on the spot. "Berge and "Poople are so anxious for a new bridge they if the anything to cooperate," Berge and "Poople are so anxious for a new bridge they if the anything to a 40. Percent response." Berge and "Poople are student Kevin King. They were gathering materials that will be used in a study of how acquartic little will be affected by bridge construction quant beads a research team of 16 that is investigating the impact of various bridge proposals on the environment. The transit to be confidered by the Milmesota Environmental Quality Council be fore any construction plans are clayed.

More than 20 government agencies from the Minnesota Environmental Quality Council be fore from the Minnesota Environmental Scoety to the U.S. Interior Department likely will be involved in the project before it

is over the public, too will get its asy-so at information meetings and hearings scheduled to begin in mid-felorenings scheduled to begin in mid-felorenings scheduled to begin mid-felorenings scheduled bear opposed at 200 South Front St. (357-1800) N. Rieberd Larrollida, ler Associates, Ibc. Managato, which is the firm responsible for the smills survey and other data collection. Edwards is feldery, Let. Missespoolis, which performed the 1973 study is responsible for the smilt project, including the cention analysis and timal bridge design.

The flood control project be gan in 1971 after devastating Goods in 1982 after devastating after it scheduled to pay 10 percent of the work. The federal government is scheduled to pay 10 percent of the work. The federal government is scheduled to pay 10 percent of the work whell will include 72 males of dikes in addition to the bridges.



Choosing of site for new Main Street Bridge 11/2 years away

About, 89 people turned out Wednesday night to hear from engineering firm representa-tives and the U.S. Army Corps of Engineers that it will be it

would have connected Belgrade Avenue in North Mantato with the intersection of Broad and Mulberry streets in Mankato, angling north about one block from the span of the current bridge.

That plan is still being consid-ered. But the recommendation has been shelved for listory of a stimilion study that will consid-er four possible locations, in-cluding the Belgrade to Broad option and rebuilding at the cur-

Vy. Berge said.
Other factors in the site tool.
Good reference in the site tool.
Environmental impacts and
had cost and availability.
A purvey of drivers crossing
the river was recently conpleted and is being analyzed to
pleted and is being analyzed to

An environmental survey is nderway to study how aquatic ife will be affected by matruction.

FREE PRESS

Corps of Engineers plans to discuss bridge options



, अन्तरकार । अन्तरकारको । अन्तरकारको । अन्तरकारको । अन्तरकारको अन्तरकारको ।

Bridge, dike options threaten homes

Marke beans in southwest Market words straight have be to consider the bid and straight when the bid was that court district. The way jet living over the like Park Law storchauge to the The two Markets with the The two Markets with the

the be raised 1 (led to clear the de the river. A part of the de the river. A part of the de the river. A thin-colar separating firm made surpressed (with vari-ation of the current entrance-tion of the current ent

Thomas Welmore, manager of the highway project, and an engenerar with Edwards and Kelcry, lac., sand, however, that so estimate of cent or the amount of property tabling has been proposed.

spensettatives of Edwards, U.S. Array Corps of English re (which is overseeing the reposet) subsidied corps project) subsided comment project) subsided comment and the subsided comment of the subsidied comment of the subsidied comment of the subsidied comment of the subsidied control

Sibley Park. One Meand Avenue resident said she feared that treat additions would increase more from the Honey-meade Products Co. plant, 720

Manusche Products Cz. plaint. 750
Manusche Products Cz. plaint. 750
Manusche Roud. a self or coss the
Greek could a self or cross the
Leachs to attend action the selfSpollessee responded that
self-phenical concerns would
be parameter in designing the
recentivetion work and that access as and out of a rea neighborhouds and to Subby Part should
be improved. There will be
ample upportunity to review deaughts and associated costs at a
public hearth of the product of the could be
ample upportunity to review deaughts and associated costs at a

we will refine the alterna-litives ... and assaver your points with changes in design. Wet-more added ... We will draw them up and develop all of the impact." for the public to re-

The following alternatives were proposed to raise and reto-cate the twin-Highway 169 bridge near Huneymead Prud-ucts Co. view in April, along with further consideration of a new Main Street Bridge site.

Maintain existing roadway aligneess; with an on-said off-ramp to Manneopa Road to and from the south. Worthbound traffic would exit over the free way, emptying into Manaopa on the other side. A similar proposal would move the bridge and road alignment slightly south of the existing bridge.

© Keep the existing roadway alignment, with a northbound of ramp to Sibbey Street and a southbound on-ramp from Minneops Road. A similar proposal would use the same on- and off.

• A third proposal would leave the existing alignment alone, or shift it slightly, but would make major mudifice-tions at the Pert Lane safor-change—subtantially expand-ing the sair of the entrance and exit ramps. This proposal would exquire that the VMCA, an oil station and a drive-in restau-rant be removed. ramp locations but would shift the road and bridgeway slightly from its present course.

The bridge is being relocated in connection with the Good con-real propert of the U.S. Army Corps of Engineers. At the Board's request, Neter-Carvoll Muller Associates, Inc. Man Islaic. Man Islaic. Man Islaic. Man Islaic a firm movived in surveying the potential impact of the Profile alternatives, wrote the bridge alternatives, wrote the bridge alternatives, wrote board's opinion expressing the board's opinion. Second Se

In a recent meeting with representatives of Rieke-Carroll-Muller, the buard opposed rebuilding the Nain Street bridge

In other acu

willing to recommend the pro-ect for familing from the Depart-ment of the Interior or other funding source.

The cultural remet would no clude many litedam artifects that cannot be displayed at the Blue Earth County Historical Severity because of apare

rist from the proposed project Fith panits the counts will get for recently approving the Region 9 Housing Opportunity Plan will almost assure awarding of the grant, said warding of the grant, said The application is due Feb 5
Before then, the counts must had two public hearings, the first of which is scheduled for Jan 16 Darrow predicted that the decision on the grants would be made by September II approved, he said the funds would provide the results from of the allestiment has not been decided to the funds would qualify thereaffer. The form of the allestiment has not been decided to the funds would qualify according to the currence for examine a co. pin securing \$10.00 or \$10.00 or



Board backs Mulberry Street bridge

because it would detract from the regional library and op-posed localing a new bridge from Monroe Anne in North Manhaiu to Medison; Archie in Manhaiu because of the cost, It had no objections to consecting Range Street to Cherry, and Warren streets, but preferred the Mulberry site. in approving a resolution favoring the Multiperty Sirvet op-tion, the board also recommend et the inclination of a cultural center and a location for the In-dian memorial marking the hanging of 3 Santee Sioux. The hanging in Which white settlers very Milled. The Blue Earth County Board Theeday put its support behind the Mulberry Street site for relo-cation of the Main Street

The current site proposed for the Indian market. It the north west corner of the library would be about 150 feet south of the Middlerst bridge The regolution suggests that the bridge design in recoporate part lots with sesting and foliage to often the landscape surrounding the bridge, and that the Indian market be included in these market be included in these





ryka i si sissik i nasisik i katalah i katarah si sikatan aktalah sikarah sikarah sissika i sissika i katara d





Present site excluded for new bridge

FREE

Tuesday, Jan. 23, 1979-18

it will be more than a year before a decision is made on
where to site a new Mana Street
Bridge linking Mankato and
North Mankato. But one decison already has been made—
even before it million worth of
tests and location studies are in
hand; it won't be at the current
location.

The Muntarapolis engineering
firm coordinating bridge site
studies, has dropped plans, in
full anew Irom Belgrade Avenue in North Mankato to Mankato's Man Street of man
mending dropping the current site, "said Tom Wetnere,
an engineer with Edwards and
Kelvey, in... "Bastardly we're
proceeding with three plans."
Rebudding from Belgrade to
Man has beevine a strusal im
prissibility breques of the plater
ment of it two-year-oid fregion
al library and the won-tube
completed Holiday (Inn—both of
which fram Man Street A higher to a completed Holiday (Inn—both of
which fram Man Street A higher to be completed Holiday (Inn—both of
which fram Man Street A higher to be recompedate fred
fic' bridge just won't file

Further, to build at the current state means the digrar-sid bridge would have to denue lished. Leaving no link during construction between the hearts of the two cities.

ONE OF THE TRIBLE remaining plans, which would connect Monroe Avenue in North Mankato to to Madison Avenue in Mankato to to maket burner. Primarily because it would carve up a North Mankato metabohoud "It would be premature to drop it at this point." Sand Wetmore, although he urbowledged that North Mankato officials are dubous about the plan.

Sorth Mankato City Manager Bob Ringfore said Monroe Avenue is not wide enough to handle a heavy traffic load and exten

required by the required by required by required by required by the required by the required by the red by the

Opinions sought for bridge site

FREE PRESS

Feb. 3, 1978-

THE PLAN BOLDS near alhare on the Machine safe of the
nver Public Works Director
Publ Bater said if the bredge
could be unto Pible Street it
would provide ideal routing for
nerthbound and southbound
traffic.
However, a couple of hardles
reman The bridge would have
to elear railroad tracks along
the river to yil feet. Baker said
Wetnore said he's talking now
with Chicago and Northwestern
Transportation Company and
the Milw aukee Railroad to
about relocating some of the

Another problem is that the bridge would shall be held would within a block to two." If see construction, and Abastant City Manager held shall be held to the western of the buildings would be far enough to the west." of the buildings would be far enough to the west." of the bridge west west. The west. That he herd would be held to the west. It have buildings would be far enough to the west." of the bridge he was the buildings would be far enough to the west." of the bridge he was far and the same one that both city councils are shill be far with any of the same from Beignade how the same from Beignade by the same from Beignade by the same from Beignade before the U.S. Army Corps of Engineers and subdued bridge replacement at the expense of the federal government.

The Corps of Engineers is fanding the current studies which included bridge replacement at the expense of the federal government. We got the short version for St maldien." And now we're getting the lang version for St mallion."

project
As a carifar meetings, representatives of the corps and two
sentatives of the corps and two
bridge proposals that would run
from Range Street in North
Manketo to Cherry Warren
street con-way in Manketo
from Balgrade Avenase to Mai.
how Balgrade Avenase to Mai.
Avenase to Maideon Avenase

The four alternative sites being considered for a new Main Street Bridge will be reviewed Wednesday at a 7.30 p.m. information meeting at North Manhato Junnor High School. Range and Gariffeld street. The current site is one lecutant unfer consideration in conjunction with the U.S. Army Corps of Engineers flood control

Bridge atternatives subject of meeting

gogge eggested heggestest lessestest lessestest respecte ingham someties assertes someties



Vol. 92 No. 288 32 pages 4 sections plus suppiement Tuesday, March 13, 1979 Marwato-North Mankato, Minn. 56001 20c

Aural Mankato should be in for at less moderate flooding this spring and some highways will be under water, according to the Army Corps of Engineers and the National Weather Service in Sinneapolis.

are expected to surpass and food stage.

One additional problem in Mankato could be caused because of the confluence of the Minnesota and Blue Earth rivers Labrival It they both peak at the same time, it could mean trouble

Spring than the precipitation were to fall between now and the spring than the Municota River in Mankton would crest at 22.5 feet, according to the weather service. Flood stage for the river is larted at 19 feet.

Assuming that another 15 inches of precipitation falls, which would be considered a "normal" amount, the crest would be raised to 25 feet.

The record stage came in 1985 when the river reached 29. feet it reached 37.1 feet in 1986 and 28.2 in 1981, according to Larry La-Punat, half engineer for the Corps in Mankino.

A 36-foot peak would not came substantial problems in the crise of Mankino LaPout said. The new flood protection aboud be adequate to about 30 feet.

However, a 36-foot crest would require full time use of the flood control pumps in from. It said the problems would be more sever in rural areas.

"There will be left of highways sudder water," he said, as well as farmland and some farm houses. In the water in reas and some farm houses.

The Corps has men with city officials to discuss measures to be taken in ease of flooding. The Corps will meet Werdenstay with the highway flooding.

It has also met with officials in the other cities located along.

Trough of the property of the profession of the

If the snow melts quietly it could create serious problems. La.Point said fee jams caused by thick fee cover or a rapid breadup could be beeaking could be weetly recrice. Twenty inches or snow remain on the ground codey in Mankato. Precipitation is expected to be at least normal for March, ac-

Precipitation is expected to be at least normal for March, according to the weather service.
"If we get no rain, that would be nice." LaPoint said, no doubt holding his breath and crossing his fingers.

Range-Warren best bridge site

Ą

The decreases concerning placement of the new Manhato-North Manhato bridge is at hand I feet in a very unportant that everyone understands the full implication of placing that bridge on Mulberry Street in Manhato.

En vorth Manhato, it means that the heavy traffic will have be remain on Beigmade Avenue, where it obviously is a described here near on that street is Manhato, it will present as agily were from one on that street is Manhato, it will present as agily were from one man on Endige year. Beinged on one library building. By virtue of the traffic pettern, leades our new library building. By virtue of the traffic pettern, leades our new library building. This means that Manhato will have a blighted area of two and a last being in means that all Old Twen has worked for in its place will haberly here. The wholersy Street feet here will send trentandous leads of traffic up fourth Street, from Wilherry to Machaton Avenue, it will runs the purpose of the Washangton Street Part. This means much mere entire the readen area Union School is used a great deal for activities ranging from recreation to night classes for adults. The bridge will be writhin feet of that school is used a great deal for activities ranging from recreation to night classes for adults. The bridge will be writhin feet of that school is tusted on a delice the Washington Street leads for activities that a large school would also be affected by the Wallberry Street Lostion.

A new overpass taking flightway 160 traffic over Balgrads will have to be built if the Mulberry as its is chosen. The cast of this will have to be built if the Mulberry as its is chosen. The cast of this will have been by the taxpayer if it downout that the best location, eep nomically, socially, and from a traffic pattern standboart, is Range Street, harder be bridge could come down by Plus Street, hence not district blocks and blocks of Manhato it would leave Beigrade alove to to naterating things like perhaps of it would leave Beigrade alove to to naterating things like perhaps of it would leave Beigrade alove to the return the result of Beigrade and the subcontractor RCM could at rive at the decision that the best placement is Mulberry is beyond reason. Those dis an exponented with the quality of like is Mashato will not accept this decision. We will light it to the end and morte groups deducated to preservation of neighborhoods to join us to many

FR /27





Vol. 92 No. 261 20 pages 4 sections plus supplement Friday, Feb. 9, 1979 Mankato-North Mankato, Minn. 56001 20e

Mankato women on bridge Asserbed Fress Ellen McCuire, 19, Manhalo, was killed Vednanday when a semicraltr linch struck and billed her on a bridge over the fibre Earth River in Menhalo, and authorities.

She was the daughter of the Fred McGuren, rural La Sueur The death Tassed the state's 1979 read but to 44, compared with 76 on this dare last year.

Mpls. Trib. 2/10/79



Scene of fatality

len McCafre, 16, 286 Byton St., was struct on the instently by a southboard truck on Highwa Babaut 4 p.m. Thursday when are adopted or stem

right hand lane when the women suddenty appeared. In term of the works and he had no claims to accord. Nor. Ellen was the despiter of Mr. and Mr. Frud Y. McQuire of nursi La Sueur, Fundral arrangements are V.

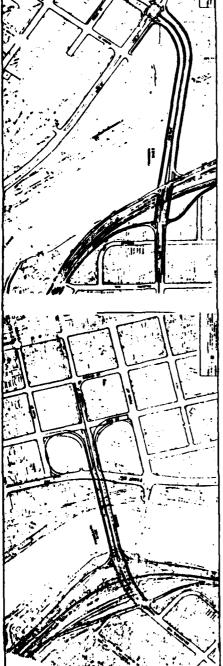
R/72/1//5/ 3/1;



COLUMN TO THE PROPERTY OF THE



envision (verses) testificated testification total



Beignade Ave. to Mulberry St. route

Range St. to Warren St. route

bridge current favorite Range to Warren Street

Street Bridge has recommended a "preferred" route from Beignade Avenue in North Mankson over Highway 169 and the Mirmenota River; to a spot near Mulberry and Broad streets in Mankson city staff officials are eyeballing another propeal, a \$14.5 million span which would lift off from Nange and Beignade streets in North Mankson and touch down at Piles and hone and touch down at Piles and

Warren streets, south of the Bei-grade Mulberry proposal.

City Manager William Bas-sett and Public Works Director.
Paul Basier are so feen on the idea that they periuded the city council Thursday to back off from a fiveyear-old stance favoring a Beigrade to Mul-

to Pike Street, a major thoroughbound boward a planned extension of Pike to the southern fraction of Pike to the southern fringes of Mankata.

The North Mankato City Court, I have a still for every a still on record as fervoring the Pagerade to Mulberry plan. "It would be a disaster of the river; and City Administrator Bob Minghofer about the Range." berry location.

"We feel there is a lot of merit there would be less dislocation there would be less dislocation of Mankato businesses and resistance and resistance when Parthermore city enplaners favor tring in the bridge

34 families. "And it totally changes our traffic plan." He said drivers coming from Man. hats would be unable to gain access to southbound Highway 169

Thom we britage out that only 10 bourse and several businesses in the River Drive area would have to be refocated under the Beigrade-Mulberry proposal. Many of the property owners are eagerly anticipating foderal refocation benefits. If the bridge goes elsewhere, they stay—with no government

Uttimately the U.S. Army Corps of Engineers will decide where the bridge goes after re-etwing an Environmental Impact Statement from the engineering firm. Edwards and Reley, Inc. of Mineapolis The statement is in its final stages. With only "public in volvement" left to be completed. Public hearings to be included in the statement about start within three weeks Testimony will come from citizens and regressentatives of the two-cities. Blue Earth and Nicoles countes and the rute training.

temporarily back to the draw-ing board. But we feel on bal-ance that it iff ulberry. Bel-grade is the beat sine. We're not willing to say this is the final an-ever. We feel it should be goos over again. and that we live: commend the right one to own

See BRIDGE ROUTE (Please turn to Page 24)

opment. Edwards and Keley pleved the tax loss and Keley pleved the tax loss at \$71.00 uf the Mulberry bridge is built.

"We disagree with that completely." Bassett said. We come up with a scenario where we are loung \$100.00 in additional taxes at the Mulberry location." Bassett criticized the consultant's report on several grounds City Engineer Ken Saffert said the Mulberry exits would route heavy traffic onto pour and the Mulberry exits would route heavy traffic onto pour and Broad streets. Fourth and Broad streets. (Centimod from Page 13)
client: Edwards and Keley
reached 115 decision after
months of studying the land use,
environmental 1 social; econome, and transportation impacts of three possible routes
verth several variations of oneThe Madaon Avenue of Monrie
Avenue option is virtually dead
Mathato, staff members op-

A Pike Street location is not problem-free, though. Three or four small basnessess would have to be moved as well as Six der Drug Store, 602 S Front, In

render useless a parcel at Main and Second streets that is thought to be prime commercial

mment These include Sons. Inc. Midwest Inc. Doris Inter-Inc. and the Burron probably also would

pose the Mulberry site in large part because they say it would force condemnation of several businesses, depending upon the

Bridge route

wored by Edwards and Kelcey and Stoth Manhato officials, and \$168 million for the Manhato city-staff preferred Warren Street location From its projected \$693 million budget for the fords! Manhato-area flood control project: the Army Corps of Engineers has alloited only \$13 million for relocation—and that is supposed to include new highway and railroad bridges on the Blue Earth River south of Manhato addition. Pike Street would have be raised about five feet to properly connect with the bridge. Finally, a Milwauke Railroad spur line near that in tersection would have to go which would inconvenience rail customers several blocks south unless an adequate alternative is found. Baker such has begun talks with the railroad He said there would be ample clear. ance for the caluseway across the Chicago and Northwestern fracks along the Minnesota

The total tab. including right-of-way costs, would be \$13.9 mil-lion for the Mulberry site fa-

safest until the public hearings are held. However, it is clear that some council members are dubtous about the impact of a bridge touch-down an Mulberry in addition to heavy traffic and business relocations. Mayor Herb Woocl said in might sever Old Town from the downtown district. The plan could also it-nie neighbors the Washington Court area. Finally, the Mul-berry proposal the council ral-lied around for five years is dif-ferent from the new proposal.

A spokesman for the new Holl. day Jim developers and he fears that a Warren Street bridge might burt their basiness. br. cause it would be to far south and would discourage the tran. its commitment to the Bel-grade-Muberry plan, the coun-cil refused to endorse anything, deciding a no-choice position is

stent patronage, on which the botel will rely, from doubling back But Saffert and Thursday that the Mulberry location would probably be even tougher for lint clients to negotiate because it would require some trick turns in heavy traffic during rush bour periods. The Old Town Neighborrhood Association will meet Monday

morning to discuss the bridge options and its stand at the public hearings

ic hearings.
The way things are shaping up, the bridge question may split the river cities before it.

Information on the bridge sites is available at the bridge relocation information office. 709 South Second St., 387-7860



threat in state Flooding is a

MINNEAPOLIS (AP) —Spring flooding "is most definiblely a threst to Minoraba and Wisconsan that the spring," the meteorologist in charge of the National Weather Service said today.

The forcested by John Graff to an annual conference of state and breat error green; services officials was largely unchanged from an outdook is need a week ago, Graff said he was sticking with the earlier figures.

Craft and record floots can be expected along the Pecatonica. Rock and For Rivers in southern He stad "modernte to heavy overflows" are Hercatain.

For all warned, however, that flood conditions will depend and the read convernit and whicher there about make factor to mid-depile floor canders are apend rates on top of meiting sow. He said the crucial "transition period" falls. The said the falls he may be read to the ground in Minacreta. Meaning many warms days and could predict only about sown they have a plus vertilag for us, "Graff said." We have a plus vertilag for us, "Graff said. We have a plus vertilag for us, "Graff said. We have a plus vertilag for us," Graff said. We have to be solved to be solved to the said of the said period. Graff said the water comparable" to 1990, went measured accurate the vertile scene and spering rains preduced record measured be to recent flood year of 1990, well as solved be conference and seasoned be conference and seasoned be conference and seasoned be conference and seasoned level of the all only a late of prevertibles of the season distance of a season of the said of the conference and seasoned level and seasoned be a said of the said of the conference and seasoned be a said of the said of the conference and seasoned the said said and said of the said of the said the said and said the said of the said of the said the said and said the said of the said of the said and the said and said the said of the said of the said and said the said and said the said of the said of the said and said the said and said the said of the said of the said t

Quie praised both state and local preparedn

registers.

"I think we are more ready in 1979 to meet the meet that meet before. Quie said.

Graff said flood force casts are based on normal meeting patterns, a normal precipilation of 1.3 inches in the mest it we weeks, and a normal breakhy of river ice.

Graff issued a set of figures showing likely river levels based on the current water content of assers and what it might reach with 1.5 inches of additional precipitation. He said local officials showing plan for flooding somewhere within this window.

Here is a sampling of cities, their flood stage in feet, the flood force at based on current snow cover and the flood force at with 1.5 inches additional precipitation.

Red River.

Webpeton, N.D. 19 feet, 17 Sfeet, 12 feet; Fargo, N.D., Iff. 10, 20: Habrind, Minn., 24, 26, 26, 25. Spect Latics River:
Creeksten, Minn., 15, 12, 20.5.

Meetsatypi River Pr. Report R. N. Lis. Minnespolis 16, 13, 14.5; Red Wing 14, 14, 17.5; Wababa 12, 14, 16.6; St. Peel 14, 17, 22; Wassa 13, 15.6, 16.6.

Minnesota -2 Kenton 18; 1904; 24, Chasta, 14, 77, 29

St. Cook

Stillwater 87, 81.5, 80.5.
Zuembro
Rochester 12, 14, 19.5.
Red Cader River
Asetta 15, 18, 19.

P-Tomatey, April 17, 1679 THE PRESE PREMS, MARKETON

Mulberry bridge site N. Mankato still wants North Mankato near Nicollet

By KEN BRADY

Five Press daid Writer

The North Manistan City Council Menday restlictured its support for the proposed bridge
that would span Begrade Aveme to a spot toest Mulberry and
Broad streets. Although the
council took no formal action at
its repular meeting Monday

Thardsay the Manisto City
Council backed off from a fiveyear stance lavoring a Begrade
to Mulberry proposal. It detided to take a closer look at a
tedd to take a closer look at a
trided to take a flowed and at a
the citizens at Monday's meetlag live in the affected area in

Avenue.
North Mankato City Adminitrater Rob Ringholer said Store
day the Range Storet bridge
would be a "disaster" for North
Mankato. "I'm at a loss of sir to
find the good points for North
Mankato." The at a loss of sir to
Mankato. "I'm at a loss of sir to
Mankato." The said.
Manyer Dave Cristian said he
would like to find out why the
Wanker owner! I changed to position. "It's beyond my imagisaiton how they can pursue the
Range, "Marren proposal. If
there's something we don't
there's something we don't
there's something we don't
how, we'd sure like to know
about it. I'm completely in the
dark as to their ressoning." be

"I hope we can coavlace Man-nato to reconsider," said coun-timas Wayne Comstock. When he suddence was asked if any-

not goadles price liber. He sold
be expected but further toreason would be needed to
goodles continues to increase
in price. He existenced that the
mart request for an increase
mark crease for an increase
mark crease so early an unit ness preferred the Range-War-ran groupedi, an one spide.

An engineering firm studying replacements for the Mala Street Bridge has recom-mended the Beigrache Mulberry proposal. Only 10 houses and several businesses would have the remained is report and 26 families would be affected us-der the Range-Warren plan.

Further, public informational hearings are beningfully sched-uled for late May.

in other action, the council ap-oved a rate increase for Kalo

B-53

AND THE PROPERTY OF THE PROPER

Bridge divides interests in Mankato, North Mankato

Government planates are foud of the asying that a river between two communities unites them rather than divides them. The pro-posed over bridge over the Minnesota River may be an exception to this rule.

The Mankata City Council has made an unexpected eleventh hour rwitch from its previous policy of preliminary support for the Belgrade Avende (North Mankata) and Mulbery Street (Mankato) Pridge site to an inferred preference for a Range Street (North Mankato) to Warren Street (Mankato) bridge site.

Some business people in Old Town and some residents of the Washington Park area in Mantato are applying fire to the feet of Mantato counciliness to support the Range-Warren bridge to eliminate what they call a division between the downlown Mankato Mail area and Old Town, and also to keep the park calm.

There is a feeling that a Range-Warren bridge would also bring more traffic to the south end of the downlown business district. which would aid in development of Phase Two of the Mankato Mail and territary stores.

Relocating elderly residents

Also sagging at the Mankato council, as well as the consultant firm of Edwards and Kaleery, Inc. of Minnespolis, is the fact that about 50 eleferly residents of the Burton Rotel would have to be retorned if the Belgrade Nubberry site is selected. A bridge at this location would near the demolition of the hotel, Mayor & Sons, Inc., Midwest Conces, the, and Dords International, Inc.

Mankato interests are concerned that a Beigrade-Mulberry bridge would cut the valley part of Mankato in two and dump large amounts of traffic into quiet residential areas. Traffic entering Mankato over the bridge would easi off Second Street if it were heading for the Mankato Male off Second Street if it were headed toward the Mankato hillso and off Fourth Street if it were headed toward the Mankato City Council had a popare only been under the impression that the grade of the Beigrade Mulberry bridge would be higher than now planned, and that that its would have exitted off Second Street and not Fourth Street.

The amount of traffic now using Fourth Street has increased a great deal since the resolution for the Edigrade-Mulberry site was approved by Mankato in 1974. Officials claim it is already difficult for the street to handle traffic headed for Madison Avenue, and that there are other long lines of can backed up at the traffic signal. Traffic off a Belgrade-Mulberry bridge would increase this load and create a transculous bottlenset. There are two churches and a acbool in the Fourth Street area, and this could cause problems for them.

Businesses on Range

is an effort to woo North Manhato over to its new point of view, Manhato backers of the Range-Warren site as what the other bloiding proposal would put more traffic on Beigrade Avenue in North Manhato than the street could handle. A Range-Warren bridge would encourage more use of Range Street. Since Range has been sored for commercial use, the Mankato argument goes. has been zoned for commercial use, the Mankato argument goes, most of the bouses will eventually give way to businesses anyway, as



business area in North Mankato. This contention is countered by North Mankato claiming that its real business growth will be in its fallong area because of the large number of existing and planned

North Mankato has a number of reasons why a Runge Warren in bridge would be, in the words of one city official, a "disaster" to the city. An extremely important factor in stifing the bridge is the cost. The Belgrade-Milberty bridge, including right of way, would seem \$13.9 million. The Range-Warren bridge, including right of, way, would cost \$18.6 million. The U.S. Army Corps of Engineers, which is in charge of the bridge project, has see aside \$13 million for the new bridge out of its \$89.3 million budget for the entire Man. Bandon Cood centrol project. Taxasyers in the two cities would probably have to pick up any costs over this figure, and it could be substantial in the case of the Range-Warren site.

Because of the energy crisis, one of the key factors that might influence the final decision of the Corps is the amount of fuel saving that could be realized by a Belgrade-Muberry bridge. Based on a survey taken by the consulting firm, the difference in length of distance traveled by vehicles using the bridges would be 1.5 million miles more amountly for the Range-Warren site hand for the Belgrade-Muberry site. This translates into an estimated gasoline savings of 15,000 gallons per year for Belgrade-Muberry.

North Mankato relocations

Under the Range-Warren proposal, 34 families, most of them in North Mankelo, would lose their homes and have to be relocated Pony 25 families would have to be moved out for the Belgrade-Mul-berry site. Ten Hiver Drive residences would be taken under Bel-grade-Mulberry, along with the Bruiser's Pub, the Century Club and part of the Marigold Dairy property.

River Drive residents, disliking their present isolation, are reportedly eaget to get the funds to colocate. There are altegitions that foll governies have been made to the owners of the businesses and homes affected, and that this is a major reason why the North Mankato City Conneil is so committed to the Belgrade-Muhberry after. The costs of relocating businesses and residents is about it million greater under Belgrade-Muhberry and or greater under Belgrade-Muhberry businesses and residents is about it while greater under Belgrade-Muhberry and the construction is considerably less than Range-Warren, which accounts for the higher total cost of that bridge.

The situag of a Range-Warren bridge would take est the New Deal Cale building and Sylvaren Bar. Micellet Avenue would be made hits a two-way dead end, isolating some laness there. River Drive would be landlocked, and North Mankain would have to spend as additional £23,000 to build a street to Wheeler to serve the area.

The consultants estimate a tax loss of \$21,000 to both citles if the Beigrade-Mulberry bridge is built. with a joint \$23,000 loss under Range-Warren. Mankato officialist dispose these figures, abong with some of the other data and formulas used by Edwards and Kelecy. There could be a possible \$100,000 loss to Mankato under the Beiller Mulberry plan, they contend. Some of this revenues round be the Minberry plan, they contend. Some of this revenues the Minberry ban, they contend. Some of this revenues round be the Minberry sand the Residue from the Child between the Minberry bridge.

Maximum traffic load

Another important consideration against Range-Warren is the fact that, according to studies, the Piue Street intersection would immediately be at the point of handling the maximum amount of traffic it is designed to have There is no room for traffic growth Range Warren would also have a treeper grade than Reignade. Mulberry, and this would make it difficult for mobility for large semi trucks in this regard, it is argued

Northern States Power Co. has already invested some \$1 million in system changes based on the belief that Beigrade Mulberry would be the bridge site.

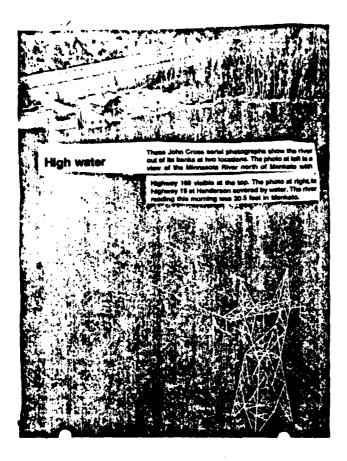
North Mankato city officials are purified at Mankato's change of mind late in the game. They say that Mankato's urban renewal plan was based on the 1974 resolutions of the Belgrade. Mulberry site as the perfetred bridge forestion, it is not sometting that has been fosisted upon the Mankato City Council. North Mankato counts on the nave agent for a joint meeting with their Mankato counts to take over the issues.

Corps makes decision

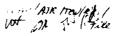
The final say of where the bridge goes is not up to the Mankato City Council, Oroth Mankato City Council or groups of residents of the way the two communities. The Corps will make this declision based on a number of factors. The Minnesota lighway Department has with the manufactured twice, and the committent's final measumeadation the Religious of the Council of t

Most of the physical facts are now in, and the Corps is about ready to fill in the blanks on the decision sheet reserved for the two effy councils and the affected residents.

it is important that residents of both Mankato and North Man-kato who have feetings about the bridge decision get organized and attend the public benshing which will be scheduled by the Corp abornedime in May. Residents should not just sit at the meeting with furrowed brows, but rather speak out on the issues. The arguments presented by participants at the meeting will be recorded and









So, we're hanting up to a full-blown entroversy over the relocating of the Main Street Bridge There's and irany here. Had the replacement been huilt when it should have 25 years age—the question today would be academic. Better than that, there'd be no question, since the agen would have been in place and Hankato would have planned its develow received around it. The Belgrade-highesty side has been contemplated for all land provides around it. The Belgrade highesty side has been contemplated for a land four years without serious objections, until new. In Sect, the city manager still cam be been chempioning the Prost-Bain site for the new library, assuring overybedy that the eff-on ramp, etc. would not be visually derimental. You, inneling traffic onto Broad and Second at 2 etc. The would be achieved, but the todal he engineered out." Several best-means either relocated to built in the aron in the interior, fully aware of what might the abend. If I were in Old Town, a relocated bridge farther south would be the last practity on the life. If wast business driven us, not apirited away. A second important officials were job hing the ribs of North Mankato officials were job hing the ribs of North Mankato.

officialdom for alleged foot-dragging in procuring North-side rights of-way for the Belgrade-Bildherry location. Now Mankato summarily shifts sears and wants Broadyla to move post-haste and prepare an upwind Range-Warren street path. Here's one instance where tittle brother has every reason to be wary of big brother's whams. I'm in the north beak's court.

whims. I'm in the north bank's court.

Absolutely flahburgasting in the still-intest warm feeling for the until-intest warm feeling for the until-intest Main-Belgradurities also. North Katonan have the until the basel of the incelut fee fo years, and new a manhor would like this lecetion preserved. Sheer desperation, exaperation of accoller sort, and superating. We don't meet a march to the second preserved beings, they exclusing, we have three good bridge new. The Main Street Bridge can be made four-lane. We found that out back in the days after the fleeds and the bridge we reenforced and made safe. The clample orderion is to rebuild the Main Street Bridge. Nobedy will get petitions and everybady will be customed. Oh, yes, we

Gapping the bridge

Ken E Berg

with a writing the raincast reaches." What the Whites and others either didn't know or for got in that the present Main Street span MURT go. The reason why the feederal government is funding a replacement in broaden Main Street bridge is a flood control glotter bridge is a flood control glotter bridge is a flood control glotter bridge is a rebailed it means going up as well as not Un-uh A new bridge MURT upon the rails—in d tracks of the control of the state of the sta

low frustration threshold notwithounding.

Another controversy, this one of the re-emergent type, in Stolimon Rood. There were a couple of posses at it in this spece last week. And, whereas I was careful not to appress preference at this pancture for either a two-or four-ince segment from lower James Avenue to Pleasant

Street, Toy Blethen. 226 Sunset Blvd., is taking no chances on expansionism creeping in like writes. "As a conservationist (whose home abuts the area across the valley—ed.). I consider the slength a valuable wetlands and insique in the middle of the city It is beauty in itself and offers water and feed for the birds and other widdle in the hillsidus and Rusmussen's Woods nearby I certainly agree that Stoleman Road needs importing But to try to drain more land and to keep it drained would not eelly damage the alough, but would prove very expansive. as taxpayers knew from the needs that have always plagued the slough-based wort High School A pood two-lane road would frie to the residential area and the countryside through which it runs I am afraid a feur-lane road

would also demage the hills at the south end ofStolaman Road One of Mankao's their attractions is the number of lovely wooded ravues and one well worth preserving A good twolane road would also insure more reasonable triallie spead"

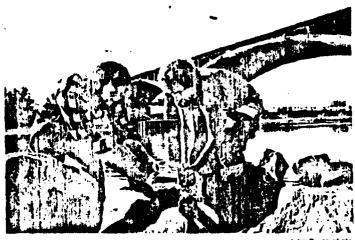
more reasonable traffic speed"

The Ice Paloce is construvertial, ten. But the situation of a
privately developed indeer chaiing areas never quite gesting of
the ground and and then encouraging government to ball it out
is hardly unique. The curvent
case in postel in Kenescha's lecten in Mankare Renescha's lecareas was founded by a pavings
and inon association it had been
leaved by the Kenescha's lecHorkury Association (sound farmilliar'). but the lease is expiring and the fecility is on the
lock. The womers must 3600,000
(Mankato's is 3000,000 or ou) for
it. The Kenescha County Beard is
downright Intervated in procuring if the construct in Ranhato
area governments' shillyabilitying, offering \$773,500, But
ao sale so far The parallel by
twom Kenescha and Whathato is
exquisite to the point that Kemocha, iso, has postpaned a deciston on sanctioning a high
school bockey term, depunding

a the outcome of maratia

A down-home russpan of another kind, also addressed in this space last week, is underscored with equal frestration by Burton Grimms, Cleveland. The retired experimented on the St. Peter State Respital writes plantively. "Year discussion on fertilizer was a instruct to me I also wont leoking for a chemical mix that would fertilize as well as central the great-ret number of weeds pensible, in one application. I wanted to get the spreading jub done right NOW I went to a Mankitte the spreading jub done right NOW I went to a Mankitte store it may have been a good choice. I thought—the place was core it may have been a good choice. I thought—the place was crowded, and I wanted parkage it minuted be teld one had had 'just what I wanted"—it was a fertilizer, and also would centred itsilly dendelsten, bread-indeed woods, crackpreas (if get the impression he of also recommend it for the central of busine). And no I brought it hence And then pression he of the prist.—tepty after the SECORD mountag, when the gram was meats, but not if it was Taurang, ste. I hope you have better heet than I de"





Testing

ur. menry Quede, left, an MSU biologiet, and graudate student Kovin King, study a sampler container which has been in the Minnesota River for 42 days. It will indicate insect life that exists there. Quede is also studying the composition of

what effect construction of a new bridge will have on the aquetic environment, he heads a team of 16 researchers who are compiling data teem of 15 researchers who are compiling deta on the impact bridge construction would have on plent, animal and marine life.

4m/may/spice

1 July 1/2

Saturday, April 21, 1979 THE FREE PRESS, MANKATO

Wednesday, May 2, 1979 THE FREE PRESS, MANKATO

Keep bridge in same location

Reep bridge in same location

People have argued that the Belgrade-Mulberry site for the proposed bridge will hurt the Washington Park neighborhood which is two. But few realize that the Range-Warren site will hurt and snaybe ruin a large area of North Mankato in the Nicollet Avenue and Range Street area.

In order to build the bridge and necessary ramps, you will have to reserve about 40.50 homes and relocated their residents. most of whom enjoy the quiet neighborhoods in that area. The bridge at Range-Warren will bring all of the traffic going to and from North Mankato hilliop down Nicollet Avenue instead of wider Belgrade. This will make this entirely residential area a noise by-pass for all of the traffic presently using Belgrade Avenue. Besides ruining Nicollet and Range residentially. the Range-Warren bridge could financially hurt the businesses on Belgrade Avenue that depend on the traffic for customers. It will leave places such as the Century Club off by themselves while people given of down Range, two blocks away.

The effects on either site are going to be negative for some people depending on where their homes or businesses are located. If I had to pick, I think the Mulberry-Belgrade site is overall the better, but why pick? I don't know either or not I missed something in the Proe Press, but whatever happened to rebuilding the bridge in the instelleration and the site of the other two sites.

The people on Mankato's council must realize that the people of forth Mankato, a separate city, are also going to use and be affected by this new bridge. There must be a complete realization of low a bridge will affect North Mankato's already established one. North Mankato also has some of the nicest residential areas between the order and twould be a crime to apoil either these neighborhoods and the side of the side that and the sould be a crime to apoil either these neighborhoods are side to an either other neighborhoods and the would be a crime to apoil either these neighborhoods and the sould be a crime to

Brian Eggersdorfer 738 Nicollet Ave.

Bridge would destroy buildings

Bridge would destroy buildings

I am a resident at 115 N. Fourth St. I have just completed the remodeling of an older (122 year-old) house. If the Mulberry Street bridge is built it will increase the traffic nearby at the corr of Mulberry and Fourth streets. This could affect the value of my property in a very negative manner, which would also affect the amount of revenue it would generate for the city.

In a time of growing, a city must have money. How can this city destroy buildings new and old, just for a "hi idge" which will generate nothing except more noise, more dirt, more traffic, more street repairs, less use of a new library, and a poor chance to get elderly people to come to the housing development for the elderly (the Immanuel Hospital Project).

My opinion is that we have enough bridges now to replace the exited at Third Avenue on Front Street for easy access to that area, and, when that is completed, to reach the hilliop area. The bridge at the south end of Front Street is readily accessible to North Mankato on from North Mankato to Mankato to get to the Mankato Mall. Both of these routes have less residential buildings on them and could provide a better and less dangerous flow of traffic.

I don't believe that we, the people, in this neighborhood should have to bear the burden of poor planning by the city or Holiday Inn Nor should we have to pay taxes to support the Corp of Engineers only to have them try to bullheadedly make work for themselves, also at our expense.

also at our expense

Floyd Wenner

G-Thiriday, May 3, 1979 THE FREE PRESS, MANKATO

bridge may be in late Public hearings on May or early June

A spokesman for a consulting engineering firm subdying sites for a new Main Street Bridge and Workerday that it will probably be laste May or early Jume before public bearings are bedden bublic bearings are bedden bublic bearings are bedden be last component in a sit million study on which the U.S. Army Corps of Engineers will be bear to decision. Most of the data regarding so cial, economic and environment in great that it was been prepared for the final environmental impact statement, which is required by federal law.

There are two alternatives which the firm, Lowards and Elefey. Inc., has recome memoded—Belgrade Avenne in North Mankato to Wulberry Street in Mankato to Wulberry Street in Mankato and Range Street to Minchalo Edwards and Elefey, on the basis of information street in Mankato and Range Street in Mankato and Range to Mankato in Markato in Mankato in Markato in Mar

recommendation
Sertiment to some extent is divided by the Minnesota River.
The North Manhato City Countil is an record favoring the Bel-

grade to Mulberry span. The Mankeo City Council recently retreated from a five-year-old stance for Belgrade to Mulberry to consider the other option which city engineering staff to was a price tog of \$15 million and the Range proposal would cost \$18,4 million, according to Edwards and Keleey.

There would be substantial diplacement of bulbooses and homes under both proposal. Weighborhood petition drives are on in both communities by more under both proposal. Weighborhood petition drives are on in both communities by the proposal would take more structures in North Mankeo and the Mulborry Street proposal would take more structures in North Mankeo and the Mulborry Street proposal would have more impact on residentified her more impact on residentified her more impact on residentified her more in store the enventages and disadvantages and disadvantages and disadvantages and disadvantages and disadvantages and disadvantages and sketches of the proposed wides reference office; 30 S. Second S., Mankado, 387-7800.

Readers' Points of View

Fourth can't bear more traffic

I am very opposed to the Mul-berry Street, locations for the bridge Fourth Street is unsafe now because of the heavy and fast traffic and could not possi-bly handle the additional traffic with any degree of safety. There are many older people in this vicinity and there will be many more elderly when the project at the old immanuel lo-cation is completed. Many of these people are without cars and rely on the city bus for transportation when doing their

shopping Without a doubt the bus route would have to be changed. Washington Park is the only downtown park in Manhato Since there is no longer a grade school at the Unon School some of the playground equipment has been moved to the park. Thuik how unsafe it will be for children playing in the park. It children playing in the park. It is nothing of their danger in crossing the street. Wm Hardy

Mulberry bridge nuisance

To put the bridge on Mulberry Street would be a nuisance for all the people in Mankato. I do want the bridge out of

Bassett: no easy tradeoff in siting of new bridge

By ROBERT L. GIROUARD Free Press Executive Editor Mankato City Manager Bill Bassett had three loud and clear

Bassett had three loud and clear messages for members of the Lincoln Park Citizens' Associ-ation concerned about the possi-bility of the new MankatorNorth Mankato bridge's coming across the Minnesota River and touching down at Warren Street

His messages Wednesday night in the council chambers of city hall were:

city hall were:

—Every complex decision affecting public policy is essentially a choice in behalf of a leaser evil, because any project of magnitude is bound to adversely affect someone's interests.

interests.

—The fate of a Runge-Warren bridge siting —the Current choice of the City of Mankato — is inextricably bound to what least as far as the Lincoln Park area neighborhood is involved.

—And "Where were you people, to speak up, when the southern beltway was successfully opposed? We wouldn't be having all of these problems, now, if we had a southern beltway."

After some spirited ex-

After some spirited exchanges and inquiries. David Namie, 216 Fulton St., president of the Lincoln Park Citizens' Association, said the association would next week choose to en-dorse or not endorse the Range-Warren bridge proposal. City Engineer Ken Saffert

City Engineer Ren Sattert went over the three bridge-siting possibilities — Belgrade-Mulberry, Highway 169-Madison Ave., and Range-Warren, explaining with the use of diagrams the costs, in dollars and in household or business relocations of each possibility. and

grams the costs, in dollars and in household or business relocations, of each possibility; and the benefits or drawbacks of each possibility. 169-Madison Ave. being shown to be the least satisfactory, and the most "redundant," in that it would be too close to the access now available by way of Thurd Ave. to Highway 14.

However, the citizens' group was more concerned about the immediate traffic impact on its own neighborhood, and it was clear that even among the 30 members of the association who showed up for the informational hearing with Bassett and Saffert, sentiments were divided on the subject of Stottzman Road. Some want it to remain as is, i.e., un-upgraded, with, perhaps, a buffer sone of culdeacs around their neighborhood and in West Mankato to discourage through bridge traffic; and others wanting to see Stottzman upgraded, whether to two surage turougn bridge traint; and others wanting to see Stoltzman upgraded, whether to two surfaced lanes or four, to shunt eventual Pike Street-to-James Ave. traffic away from their neighborhood.

Bassett and Saffert both argued that once the Front Street and Pike Street-extension proj-



seting between city officials and the Lincoln Park Citizana' Asso-ation—a meeting held to discuss alternatives for the siting of the w Mankato/North Mankato bridge. Bill Altnow photo

ects are effected, the Front/ ects are effected, the Front/
Pike/Stoltmant/James alternative would become more attractive an inner-belt route of
driver-preference, and would
necessarily alleviate commuter
traffic on Pleasant and Clark
streets, through the heart of the
Lincoln Park neighborhood
But Stoltzman Road once

But Stoltzman Road once more became an issue in the ensuing debate, leading Bassett to finally say "What you're really arguing is that the Warren Street project, coupled with Stoltzman Road completion, is bothersome, so go with Mulberry. OK, let's talk about that, instead, but then there's less reason for this particular neighborhood to voice concerns, because Mulberry would have little or no effect on the Lincoln Park area."

Some disagreed, pointing out that Pleasant and Clark would still get heavy use, all else consulting the property of the propert

that Pleasant and Clark would still get heavy use, all else con-sidered. "So let's go back to Stoltzman Road, then," Bassett said, admonishing that there was "no clear issue of tradeoff" in the whole situation. Accidents at the intersection of Pleasant with Byron Street

city survey in response to persis-tent, vocal complaints about that intersection showed that in a recent two-year period for which police statistics were complete, there had been only one collision at that intersection.

"Now some of you are asking for Stoltzman Road to be com-

pleted because of too much traf-fic on Pleasant, and elsewhere; fic on Pleasant, and elsewhere; but where were you last year, when some of your own group spoke out against Stoltzman, saying that traffic flow didn't warrant its completion? If Stoltzman Road is completed, what are you going to have? If Stoltzman Road is built, with all

Stoltzman Road is built, with all the other problems, which bridge site is preferable?" A few voices in the audience chimed in together, somberfy: "We don't know," or "That's what we're here to try and find out."

out."
"Well," Bassett concluded, "Well," Basett concluded, "opponents squashed the south-ern beltline, and that's what's happening with Stoltzman Road — people like you and me aren't being heard."

Carlson denies conflict in owning building in path of bridge plan

North Manlato Mayor Dave Carlson has denied any conflict of clusterst growing out of his partial ownership is a building swhit could lie in the path of a replacement for the Main Street bridge. His position was supported by the city attorney ownership of the Stewart Building. Befored Ave. and Range St. which houses the New Deal Cate. several apartments, and Richard would be demolished and the owners compensated by the federal government if the building would be demolished and the owners compensated by the federal government if the U.S. Army Corps of Engineers electe to build a bridge from Range Street in North Manlato, to replace the Mass Street bridge. Carlson, as done the rest of the city council is on record as supporting the other bridge and the oblight when the Beigned Avenue in North Manlato City Attorney Norther Smith and Carlson told has the the Streat Building about two months as Schulls had be determined that there was no conflict of underst 'Heaves, no.' be said 'Especially when the past them basic than a grant has the had.

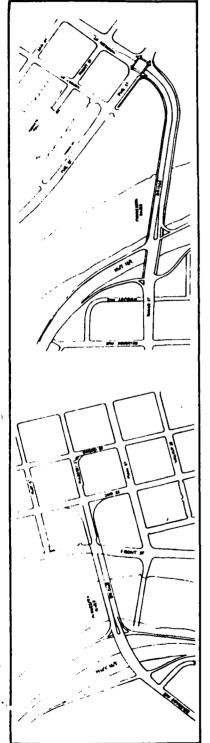
grade Avenue is the best fouch
down point for a new bridge
The Jocation at Range Street
has always been so totally absurd, and the possibility of a
bridge going there so remote
I just dinkt there was
any problem. Carlson said, rebuilding rerview several weeks ago.
"I've trade not name it as agoret". We said He said he did not buy the building in anticipation (is being read The owners, Woodcutters, Inc., took possession of the building in January.

Carlson said he also felt that Carlson said he also felt that there was no problem because of his steedfast support for the Beigrade-to Mulberry location "I don't want to be a part of any body that creates that monstrowilly. It's just simply a bed design I don't like it." He said he had assumed for years that Bel-

Bridge hearings next week

Public hearings on relocation of Mankao area bridges in conjunction with the flood control project on the Minnesota and Blue Earth rivers have been scheduled for the nights of May 90 and 31. the U.S. Army Corps of Engineers has announced. The public may comment on proposed sites for the Calviw Railroad Bridge and Highway 188 teun-bridge voer the Blue Earth River at 7.30 p.m., Wednesday, Rosewell School Gymnastium, W. Sixth and Owelona streets, Manhato On Thursday at 730 p.m. on Thursday at 730 p.m. at the Manhado West High School

Gymnasium. Si Park Lane, the Main Street Bridge relocation will be discussed.
Doors will be opened at 9 m. Droots will be opened at 4 p.m. provide and provide the public to review alternative plans for each bridge.
Information gathered from the bearings will be included in an environmental impact statement, on which the Corps will base its decision on bridge locations.
More information is available from the bridge unformation of fire. Room 208 Northwestern Office Building, 208 S. Second St. 387-7860.



Transport Transport

Site afternatives

Brost with Warren Street; it has the unofficial support of Manksh chy staff. A timetable for

picking a bridge

Here is a tentative schedule of events leading up to construction of local bridges in connection with the U.S. Army Corps of Engineers flood control project.

impact statement, which is be available for examition by the public.

Manhot staff avors Range-Warren because they say it would provide ready access to downtown of the south and west end of town without cutting into the business district. It would take seven commercial structures. including Snyder Drug Store. In Manhato, and Spinners Bar and the building that houses the New Deal Cafe on Range Street in North Manhato.

May 30 and 31, 1979-Pub

by numerous state agencies to determine if all possible im-parts—ranging from environ-mental to economic—have been adequately studied. the final version to be considered by the Corps. The document will also be considered

January, 1980—A final in pact statement will be filled.

make its decision on locations.
Design studies for and bearings on the selected sites will be held during the year.

Comparing the bridge proposals FREE PRESS By NEAL ST. ANTHONY Free Press Stell Writer Relocation of the Man Screet Bridge has sparled discussion and concern on both sides of the enota River. Two locations wally are being considered, grade Avenue in North Man-to Mulberry Street in Man-and Range Street in North Mato to Warren Street in

Tuesday, May 29, 1979-19

The North Mankato City Coun-il supports the Belgrade-Mul-berry proposal. The Mankato Jiy Council takes no poetbon et penent, though city manage-mant ferurs the Range-Warren

The Corps ultimately will deside all bridge locations next ear, following final submission of the 31 million study, which as been under way since last

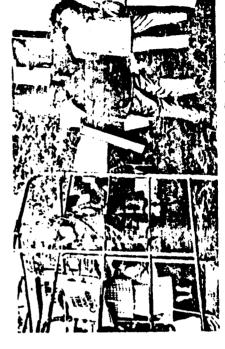
he bridge relocations (inclu

Following is a rough comparison between the two:

Belgatack-willberry would
Belgatack-willberry would
claim a total of 15 residental
itructures in both communities,
but not the Burnon Hotel. Four
Mankato businesses (edjacent
to Second Street—Mathes Fritting, Midwest Coaches, Inc.,
Doris International, Inc., and
Meyers & Sona, Inc., and three in
North Mankato (along River
Drive—Lindays Sash Inc., T. J.
Finnegan's and the Century
Club) would probably have to be



A group of about 60 Washington Park area reside



during a rally against the Mulberry to Beignade

-Saturday, June 2, 1979 THE FREE PRESS, MANKATO

Readers' Points of View

Let's vote on the bridge

bridge choices many opposition Few voice favor

Pro JON HOLTEN

Free applaance and occasional grumbing dasplayed the affinities of the people that attended an informational meeting Thursday high on the two
choices for the replacement of
the Main Street Bridge.

The crowd of about 250 that
High School gramation to bear project officials was split on the
Range to Warren aldernatives.

Few of the people actually asfree of

But before the public was granded the set, representatives of the U.S. Army Corp. of Engineers and Edwards and the Edwards and the Asternalives to the people concerned. The project officials then asked for technical questions on the design of the two bridge proposals. A few carms. But the revent, anger for answers to how they would personally be all ferest, began issuedrung questions to how they would personally be all ferest, began issuedrung questions about which homes and businesses would be taken by the construction and what

would happen to surrounding property values.

The crowd was frustrated temporarily by the officials' insitence on deferring those kinds of questions until a context and a context by community and neighborhood enders that followed, all of which had rectived previous publicity, aroused the sentiments of the people and escuring publicity, aroused the sentiments of the people and escuring the followed, all or which had rectived previous publicity, aroused the sentiments of the people and escuring the followed, all of which had not intend to make it at all," said Marcia Concec. 205 Wahungton, in a brief rejection of the MulberryBetgrade bridge for the Washington Park Neighborhood Association.

Terrence Best, 13 Liscola, Terrence Best, 13 Liscola, Terrence Best, 13 Liscola, appearance on behalf of the Liscola peaking on behalf of the Liscola and bis group would oppose.

-Bridge (

5 Fildy, Lore 1, 1078 The PIEE

North Mankato Mayor Dave Carless controlled the "clear-cut choice" based as cost, safer and displacements to the Begrack-Mulberry bridge. He noted that, regardless of the choice jobs than Mankato businesses. He added that Range-Warrer, with the displacement of 27 North Mankato boness, will "obviously have more effect" than Beigrack-Mulberry because no Wathington Park bones will be displaced with that proposal.

During his comments, including the wathington Park group called out several comments, a few members of the sign-toking Wathington Park group called out several comments, including "very you want to live on a highway?" (A question) later revealed that Mulberry would be widened to the sidewalks on each side.) When Carleon concluded, though, he received the loudest wathing Mayor Herb Mood took make the podium, and after pleading with the audience not to make the bridge since a "tug of war" between the two cluss, he explained the ely council brandomed the Beigrade-Mulberry site for a sautral position ber and a dermoned the Beigrade-Mulberry site for a sautral position ber addition of (100 cars a day would be dermoned the Beigrade-Mulberry site for a sautral position ber addition of (100 cars a day would be dermoned the Beigrade-Mulberry site for a sautral position ber addition of (100 cars a day would be dermoned the Beigrade-Mulberry site for a sautral position ber addition of (100 cars a day would be dermoned the Beigrade us to death after we've begun taking a breath of life by shutting us of fife mer representive of Oid Town mer — Warre-Range unless a system for discouraging traffic trying to avoid a pike and F-oni streets bottleneck "...m driving through their -..ghborhood can be devised.

Beigrack Muherry appeation.

The Washington Park Association of the Washington Park Association by with see of their own-this own with more than 1,000 signatures against Range Warres against Range Warres will have to be maintained by the cities of questions by one man, Lloyd Neison of the Muhaseac Department of Transportation and that Range Warres will have to be maintained by the cities, and that secess to Highway 100 would be increased by wap put into use, it saturated." said Neison Be Gause the day you put into use, it saturated." said Neison Be cause the day you put into use, it saturated." said Neison Be cause the day wap put into use, it saturated." said Neison Be cause the day wap put into use, it saturated." said Neison Be cause the world not meet highway standard much growth, he said, it would not meet highway standully for maintenance add. The cities would have to assume the approximately \$77,000 annual maintenance costs, he maintenance costs, he maintenance costs, he

MaDOT normally builds for 10 years in advance. But a Range-Warren bridge would erperence back-ups at peak hours and maybe beyond "that may compare with bose at the current Man Street bridge.

He also noted that the deating does not provide access to trail of from Mankate one it lightway 188 South or 188 traffic from the south onto the bridge. They would innite at have to go through North Mankate to go through North Mankate to go through North Mankate and sumber of safety concerna, No. Secures of these factors and a number of safety concerna, No. son safe he opposed to "technical mankate he opposed to a "technical man and he opposed to "technical warren bridge on a "technical Warren bridge on a "technical warren bridge on a "technical man safe opposed to the page.

Floyd Whater, 118 M. Pearth St., effernd a rough pass for a bridge alternative of his sern, which would span apprent innately from the current tabe of points south of the holdsty isn prometry. Because it is and "But we could make up for it with the tax revenues that vould not he hour."

Don Sandry, Edd N. Fourth St., already has trouble desping at anyth because of the Median Avenue traffic two keat from his home. He was took the moles would nearly the mistry-Beigrade bridge might bring ha way.

He was told the noise would nearly declared his forces of the history section with Medianu. a right turn lane will deliam the parting in frant of his home.

Wathington Park residents were told the noise level in their neighborhood would nearly double, and that parting near the intersections of Broad and Second with Mulberry and Maan would also be eliminated.

With those kinds of answers, the woople left happy. Perhaps the only algifully statisted person was an energy-censeious son was an energy-censeious son was an energy-censeious gentleman whe was lod, yes, a new bridge will have aid-ordered servestion, we'de, said maybe even siz-took-wide, sidewalks on either took-wide, sidewalks on either took-wide, sidewalks on either took-wide, sidewalks on either took-wide, sidewalks on either took-wide freight good.

かいない (個子をおかない) (個子を表現などのなる) (個子をおかな) (個子をおから) (個子をおから) (個子をなるのでき) (個子をなかない)

18-Monday, June 4, 1979 THE FREE PRESS, MANKATO

The bridge (cont.)

Ken E. Berg

North Manhato Mayor Dave Carton's voice cebood with structure derry and righteous indignation Dressed in a business suit and reading from a prepared text, he dramatically relicrated his city's objection to refocuting the Main Street bridge at any place other than the first-proposed. "clear-cut choice." Beligade Avenue-Mulberry Street path.

Carlson casugated the latter-day alternative—Range Street. Pite Street—which had caused the Manhato City Council and Mayor from the original calcing was answered timmedately by thunderous applause from the "North Manhato side" of the West High School grunnal of the West High School grunnal of the West High School grunnal sum, a neutral as-possible site for isst week's public meeting called by the Corps of Engineers to bear this rising

That's precuely bow the some Toat's precuely bow the some 200 unterested citizens happened to sent themselves, either by thance or in the natural quent or allies and sympathy The Morthsiders were on the speak-right. The Morthsiders was a scattering of

boos. too, from the leftists as Cartion concluded.

THE STAGE was set here for an uncertify domybrook of properties an uncertify domybrook of properties and the protections when the could have eet of the could sputter further.

And Mocol, who in the distant past was cast, or east himself, in the role as a heavy in some municipal affairs, accomplished the amicable peace maker's role about as well as could have been expected Meaning, the potential was present for him to be summarly that out of the saddle, had here plied in heated, defiant kind But Mocol, to his credit, ddn't.

katos officialdom had any hope of eventual mutual acceptance, it would be through the gowers of reason and persuasion, not a returning fusilade of verbal guilfur.

SPEAKING EXTEMPORA.

SPEAKING EXTEMPORATION AND ASSETTING AND And he was also wise.
One take more than the council, would have been dead Had he protested the protested the protested the protest too much, he would not be unlike the fellow who planted a bomb of his own under his negabor's porth and then wrote a letter-to-the-editor complaining a bout the van dailsinn and noise on the block.
Manakato, of course, is on the defensive at this juncture of the bridge dispute. It had switched

bute It had switched from a plan that at seen tacitly approved es of the river If the

Mocol knows that. Well

a candidate or cause, please, no

NORTH MANKATO'S strongest positions as on the BelgradeMulberry was the original site,
with little opposition from either side. After all that's what
an ongoing study of alternatives
as for-men insight or unsovatons based on more recently arquired, valid, information
North Mankato is also not
best served by challenging Mulberry Street interests (and
theris are genuine concerns we
all can identify with) who say
preciably higher than fouryears ago, that won't be lessend by the Highway id bypass
that will route though-traffic
out of the downtown. There are
better arguments than those
unkeys
some what specious position
that uner-cening removal of railroad trasts along Pake Street
now, only now, makes this area
aftractive for a bridge And it
st million of that it would displace IT more households and
three more businesses than if it
were located at BelgradeMulberry. Major Carlson obviously accomplished this mission. I think wood did tro—as well as establishing an air of calm that permitted the hearing to be util mately concluded without a real hint of bloodshed with the word word with it.

We really don't need a new bridge: he sodiced near the close of his unrehearsed remarks "And let's tear down the old and just build a footbridge instead on ever, even though let of the only time during the evening—it provoked clapping and cherrings from both sides of the particulation of the commuters must have a new cone, the central business districted of the out.

All these points and countermose is as saltent, even as it is more subtle, than the one that made tited subtle, the subtle than the one that made tited subtle, the subtle than the close of last week's hearing water North Mankato has condered against the Range-line proposition down to the river's very edge.

Home-owners and business men alike in Brooklyn simply don't want it.

The Mankato side is hardly is disarray. But its if agmented—pro and con, citizenry and businesses. For the first time two normally alloways-supportive neighborhood action groups have assumed a strong groups was a supportive and strong from a supportive assumed a strong groups have a samed a strong groups have a samed a strong groups and supportive assumed a strong groups are supportive assumed a strong groups are supportive assumed a strong groups a supportive and su

A toes due in near-unanimous, farm and unban collina forced the Corps of Engineers to back off from a proposed high dam south of the Twin Katos earlier this decade.

We don't have anything resembling that unanimity now I don't believe the old canner fat that hold "The Corps will build where it darried well pleases." I do believe however, that the Corps will build wherever it is functionally provident and—corps will build wherever it is functionally significant—wherever the Corps meets the least unsided resistance.

ASSICATOR OF THE SECOND PROPERTY OF SECOND ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED

Scale models of bridge areas needed

It is obvious from the informational meeting concerning the re-placement of the Main Street Bridge that a great deal of confusion remains about the two alternatives.

On a project of this nature, it is very difficult for people to visual-ise just what the bridges would look like and where they would go.



Maps both somewhat, but they are imidequate for a true concept their they are two-dimensional. On the proposed Beignide-Mul-berry bridge, for example, there is no way to bull just how high the bridge will be as it comes into the City of Mankate, what building and roads will be bullow it and where the access range will be becased.

The new bridge is a project of millions of deliars magnitude. It is absent and be underfather without clear recals models of exactly how the affected sections of Mankato and North Mankato will appear under the two proposals. Besidents of the two cities should be given the experimely to examine the models. Perhaps they could be displayed at the Mansacca Valley Sergional Liderary.

New bridge concept needed

uniple broage users.

Just and morally wrong to disrupt many of the people's and businesses in North Mantato and Manhato in order to assummobiles rue is our lives.

I the politics and the promises. Send the engineers and the promises. Send the engineers and sulfarth back to the planning stade, with a firsh start to sew simple bridge and present these findings to the people are a simple bridge and present these findings to the people ato and North Manhato at their next meeting.

Z31 Washington Court



THE PREE PRESS, MANKATO Friday, June 29, 1979-13

Readers' Points of View

Bridge plan has merit

I was present at the May 31 meeting concerning the new bridge to be built between Manakao and North Manhao. I presented another possibility which could make both cities happier — a crude drawing with the could make both cities happier — a crude drawing with no engineering behind if But it only took the Corps of Bayler er central that the could not meet the state and federal standards.

I believe it has been stated that it takes considerable time to determine a location's short-comings. Thus my first bought was that this was an outright insult that they could take so little time to consider hap had.

Then I put the letter aside and let the matter drop. Now, after being informed about the new parting ramp, I feel I now know why the Corps and the consultants wanted me satisfied. The reason is construction of the new parting ramp, My reasoning is that if my plan was to be used, it would be possible to build an of ramp directly into the second floor of the parting ramp and remove much of the congestion which will build up on whatever street and Pike Serest with the additional number of cars entering and leaving this if the parting ramp the use of petitions get my plan reconsidered and also get the parting ramp redesigned to facilitate the use of an off ramp into the reason.

ATRITOW/1/1/ Aire

Yes, Katos, we need bridge

By Neal St. Anthony
Free Press Staff Writer
There always has been a first
choice for those who lear a simmering community rift over the
matter, potential neighborhood
disruption and the expense of

disruption and the expense of siting a new Main Street Bridge. The no-build option.

After all, the current 1931-vintage structure is no steel and ceinent dream. But you can make it across (albeit slowly during rush hours, if you can still afford to drive) without too much fear of landing in the drink.

The existing 2.5 miles of fixed.

The existing 2.5 miles of flood



wall simply could be plugged at the bridge in the event of high water on the Minnesota threat ening the Mankato area.

"There's a couple of holes in the design," said Captain Bob Campbell of the U.S. Army Corps of Engineers field office in North Mankato. "What would

be done would be to either sand-bag" or fill the gap in the dike caused by the bridge on both sides of the river with clay "if time permitted Once you get water that high, you're not talk-ing about a large hydrostatic pressure". Simple, huh? Don't build the

and Blue Earth rivers) Tell the U.S. Treasury Department to apply the money toward the fed-eral budget deficit and the com-munity gets an award for infla-tion fighting. In the event of a bridge clos-ing, commuters would be asked to pass over the river at High-

See BRIDGE (Please turn to Page 17)

Bridge

ed from Page 15) way 14, or another crossing. Not so fast, Campbell and the other engineers say. "What happens though," he said, "If you leave the bridge in

said, "If you leave the bridge in place the !raitsicial protection that the flood wall provides drops from protection against the flood that happens every 300 years to one that would occur every 100 years. The bridge deck is lower than our levee."

In effect, the engineers say the bridge itself would have a damming effect on the water, because it's lower than the flood secause it 5 lower than the noon wall, and because of the huge supports that stand in the wa-ter. They snag trees and other debris that rush down the river during a high-flow period. That clogs the channel and forces water pressure up and, possibly, over the banks.

over the banks.
"That structure would create such a dam that a flood of that magnitude could wash out that bridge," asserted Tom Wetmore, an engineer with Edwards and Kelcey, Inc., one of

wards and Keley, Inc., one of the firms participating in a \$1 million bridge relocation proj-ect for several area bridges. "The existing floodworks wouldn't be adequate with that bridge acting as a dam. It's just not tenable with the kind of floud protection they want to provide."

A new bridge would be de-

A new bridge would be de-signed to avoid the problem, the

experts say.

Bob Penniman, St. Paulbased Corps project manager for the Mankato effort, said the Corps aims at providing "stan-dard project flood protection," which means enough concrete is poured and bridges replaced to poured and orages replaced to protect a community against the so-called 300 year flood. "It's the worst that could realis-tically occur," he said (There's one other category—

"The maximum probable flood—that's where you'd need Noah's Arc ")
Has there ever been consideration of not replacing the bridges (at Main Street and the twin-Highway 169 bridges over the Blue Earth River)?
Penniman said there has

Penniman said there has Penniman said there has been. The Corps does a coatben-efit analysis. Extrapolating over a 100-year period, analysts estimate the damage that a se-vere flood would cause to the community. "You spread that against the up-front cost" of building the bridge, Penniman said.

building the bridge, Penniman said.

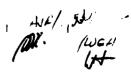
Several years ago, when the dike project was approved, the benefit-to-cost ratio was estimated at 1.7/1 Since that time the total coat of the project has jumped by about 36 percent—20 million—to \$75.9 million—to \$75.9 million—Tenniman said the benefit now is about 1.4/1.

The Corps; policy in assessing the efficacy of a project, Penniman concluded, is, in terms of investment, anytime you can achieve a 1-to-1 ratio or better, "Build it."

Two bridge sites are in the running to replace the Main Street Bridge—with a decision due probably within a year.

They are a Belgrade Avenue in North Mankato to Mulberry Street in Mankato span and a bridge from Range Street in North Mankato to Warren Street in Mankato.

North Mankato to Warren Street in Mankato While the engineers study the hard data and logistics of each, sentiment is generally apilit among neighborhoods that would be affected. Mankato officials and neighborhood groups are making the case for the Warren Street, trunchlown while are making incesse for the war-ren Street touchdown, while that proposal is taboo in North Mankato because of anticipated neighborhoud and traffic pat-tern disruptions.





Raging river

Distri



ESS ms waste



Bridge relocation project

riday, Murch 26, 1980 THE FREE PRESS, MANKATO

Corps action freezes Mankato flood project

By Josen M. THAVES
Free Press Staff Writer
A 30-day moratorium on all
new construction contracts undertaken by the U.S. Army
Corps of Engineers is putting a
temporary halt to Mankato's
flood control project.
The Corps' chief of the Engineering Department ordered

the freeze this week after taking a good look at budget prospects for the coming year. The action affects projects nationwide.

The moratorium means the Corps is refusing to advertuse for any new construction projects, is refusing to open bids on aiready-advertised projects, and is refusing to award con-

tracts where bids have already been received.

The action does not affect projects already under contract.

In Mankato, the freeze ini-tially affects only a small piece of the flood control program along Pleasant Street. The Corps had advertised for bids on

the project, it canceled the advertisements this week.

The reason for the moratorium, said Robert Penniman, Corps project manager for the overall Mankato flood control project, is "a shortage of funds for doing all the work." Penniman explained today

that an unusually fast constru

inds than expected. To make up for the shortage, to make up for the sacretge, he said, a supplemental appropriations bill went to this year. Congress. But with the current congressional budget-cutting mood, he added, "it's doubtful that the appropriation will be approved."

Impact statement on local bridge plans again delayed

By JOHN M. THAVIS
Free Press Staff Writer
A draft environmental impact
statement (EIS) on proposals
for three new bridges in Mankato has once again been delayed, and a spokesman for the
U.S. Army Corps of Engineers
in St. Paul now says it will be
'late May or early June' before
the document is published.
The impact statement is the

The impact statement is the The impact statement is the next step in the long process of determining bridge sites. Public hearings on the recommended sites will be held a month after the first version of the impact statement is

released.

ONE OF the Corps' recommendations will be a new crossing location for the Main Street Bridge
Residents on both sides of the Minnesota River have been debating the merits of the two options for the crossings—Belgrade Avenue to Mulberry Street or Range Street to Warren Street—for several years.

ren Street-for several years.

A year ago, the Corps was planning to have the draft EIS ready by September of 1979. The date was moved back to Janu-

ary, then to March, of 1980 The latest three-month delay, according to the Corps, is a result of new guidelines imposed on the preparation of such reports. "They're changed the way an EIS is written," said David Miller, a sociologist for the Corps of Engineers and district coordinator for the impact statement.

THE NEW guidelines, adopted at the end of last year, mean the EIS will come out as

See IMPACT (Please turn to Page 2)

impact

(Continued from Page 1) three supplements to an original study done in 1975 for a Mankate flood control project

kato flood control project
The three separate documents, Miller said, will treat
each bridge individually and
make it easier for citzens to respond to the statement
"We've also had renegotiations of contracts with the architectural and entirectors."

tectural and engineering firms involved." Miller said, "and that has caused part of the that has caused part of the delay." The firms are studying noise, waffic, land use and bridge design, as well as social, economic and biological effects of the proposed sites. Miller reported that the contractors were now turning in their reports on the preferred locations. That information will

be studied by the Corps before the Planning Report—which will include the draft EIS—is

published
The bridge relocations (including the Highway 160 twin bridge and an adjacent railroad bridge over the Blue Earth River) are part of the Corps' \$60 million flowd control project for the Mankato area
BARRING ANOTHER post-

BARRING ANOTHER post-punement, Miller gave this time-table for the bridge projects

• June 1980—The Corps will issue a planning report, and it will include a draft environment tal impact statement on loca-tions for the three bridges. Preferred bridge alternatives will be included in the report, which will be made available for pub-lic examination

• July 1960—A public hearing, or hearing—will be held in Mankato on the recommendations for crossing sites. The testimony from the hearings will be included in a final EIS.

Various other state agencies will also begin a 60-day review of the draft statement to make

sure that all impacts, ranging from environmental to economic, have been adequately

September 1880 -- A final environmental impact statement will be filed

Fall 1980 -- The document is scheduled to be approved, and the Corps will be making its decision on locations. Design studies for and hearings on the selected sites will be held during the fall and winter

1981 to 1983 -- After approval of the design studies, right-of way acquisition and preparation of construction plans, the construction will begin. The actual construction is tentativaly scheduled for 1983.

Wed. 1 150

B - 67



Belgrade-Mulberry bridge urged

proposel.

The report is part of the working papers to be used by the Corpe te draft an environmental impact statement (EIE) for new

heep traditional Mankato-North Mankato pedestrian links, mini-mise visual and noise impact in North Mankato, and would bene-fit the downtown Mankato com-mercial businese district.

At the same time, the report says, it would adversely affect the Washington Park neighbor-hood and decrease development potential in the immediate Mul-berry Street landing area.

Mankato city officials with-held comment today on the con-sultants' recommendation, saying they would wit until the Corpe has issued its draft EIS.

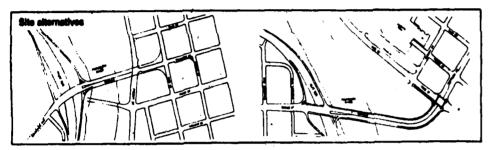
"It's premature to say

ity, water rehistoric sites.

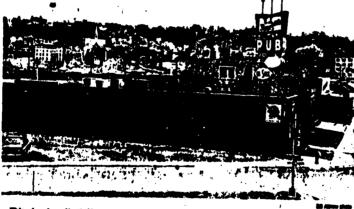
Specifically, the report makes
these comparisons:

• D in place means. The
Range-Warren canestag would
displace of houses and lo businesses, mostly in North Hankato. The Belgrade-Hulberry
crossing would displace only 10
houses and seven businesses.

• Tradits service and eafety.
The Mulberry heatien, the report says, weak provide good
overall secus and convenience
while meeting eafety and capacity standards. The Range-War
ren link, on the other hand
would result in more overatravel, along with reduce
safety and capacity.
The report was especially or
teal of the Range-Warren briddesign. It would be too stoop,
says, with too tight a curCarabiand with that, deal it
turn lances on the Menkate s
would make the bridge "partilarly hanardons is inclused.

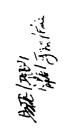


-Bridge



eres of the bridg consultants' rep gineers. The bu-he tern down.





plan could cut costs New Main Street Bridge

By JOHEN M. THAVES Free Press Staff Writer

Public hearings and an environmental impact attainment (Els) on the Man Street Bridge relocation are bring delayed again this month as authorities study a new alternative that could save a substantial amount of money that could save a substantial amount of money of Engineers officials now say U.S. Army Corps of Engineers officials now say U.S. Army Corps of Engineers officials now say U.S. Army Corps of Engineers officials now say William Short of the Corps would make the Mulberry Belgrade alternative much more attractive to the Corps.
William Shorton, chief of the project development section at the Corps St. Paul nifice said toda, his office was scheduling a meeting with the Mulnesvia Department of Transportation and the

Federal Highway Administration to consider ef-fects of the new alternative on highway requirements

Storum explained that when the two relocation options the outer proposed bridge would link Warrers Street and Range Street were being studied by the Corps Washington headquarters, there was concern about overtall cost. The Washington office then suggested that the "freeboard" requirement — which sets a three-foot minimum space between the bottom of the bridge and the North Mankaio side.

The bridge would still clear the fluxd wall, but not by the usual standards

According to a spikesman for Edwards and Kel-cey Inc., a Mingrapolis consulting firm for the bridge project, the new option would have the

bridge touch down at the current Main Street Bridge level in North Mankalo That means the bridge would have a much steeper grade, especially as it approaches forth Mankalo. The means the first of the first of the first of the grade, the effect of the raw protosola for ramp delegan and traffic flow and its effect on existing buildings in North Mankalo are all being re-evaluated this month by Edwards and Keicey.

We're not at a point where we can say what the impact vial be. "Mary Romano vice presudent of the firm, "add today. The monetary savings he firm, "and today. The monetary savings he firm, "and today. The monetary savings he firm, and today. The monetary savings he didded, would bershainly exubstantly The cost of the original Mulberry Beigs de substantly about the original Mulberry Beigs de Jimble how the moved of the original Mulberry Beigs de Jimble how beyon in moved bask to Shivember The Corps office said a draft

EIS is now expected to be issued Oct 1 Util ISP, both Markato and North Mankato fa-vored the Mulberry Belgrade crossing over the Range-Warren alternative. But some Mankato of ficials have unce recommended the Range War-ren plan. They, say a Mulberry Street landing would cause redevelopment levies and business displacements in doorstown Mankato.

In March 1990, a consultant's report to the Corps Tavored the Belgrades Mulberry rowsing for a va-nety of reasons. The study considered traffic, dis-placement, noise, and neighborhand impact, among other factors

If the new plan is acceptable to state and federal iterasportation officials, the reduced cost of the Mulberry-Beligrade budge, would make it even more attractive to the Corps, which is finiting the bill

Tuesday, April 22, 1980 Time FREE PRESS, MANKATO

12. 12. 17.

Corps may extend moratorium

By JOHN M. THAVIS
Free Press Staff Writer
The U. S. Army Corps of Engiheers is expected to revise its
Joday morestorium on all new
construction projects sometime
this week, according to Robert
Penniman. Curps manager for
the Mankato flood control
the Mankato flood control

project
Penninan said today there
was a possibility the total moratornum would be extended, but
he added that Corps headquar-

funding. Local food control to projects that unvolve ongoing construction. He said, would then get the transfer funds. But he added that the light the corps faces is that et the contracts already made problem the Corps faces is that et the contracts already made paned funding, too the shortage. To make up for the shortage. I want to this years consupplemental appropriations that went to this years consumed that went to this years consumed that the consumers of the shortage. ters would probably transfer funds from one project to an other to allow some construction to provered.

They be trying to prioritize the proyects — he said, "and Mankuots finds control has a relatively high priority What may happen is that the new bids for flow control workf, may be pushed back to the end of the fits call year 'September 30'.

Penniman's and recreational projects will probably take the

pected, and Penniman said that to date there's bean in progress on a special appropriation. The firetee began nearly a month ago when Corps officials realized they didn't have enough money to continue to pay for construction through September. An unusually fast construction pace this writter they said, used more thank writter they said, used more funds than expected. See CORPS

- Corps-

The moratorium means that during the last 30 days, the Corps has refused to advertise for any new construction projects, has refused to open buds on already-advertised projects and has refused to award contracts where buds have already been received. In Mankato, the freeze affected only a small piece of the flood control project. The Corps had advertised for buds on work along Pleasant Street, it canceled the advertisements in March.

Even at some construction is put off, the pace of planning and engineering work for the Mai (Continued from Page 19)

kato projects shouldn't be af feeted Planning; is now continuing for the diversion of Indian Creek near Ski Haven, for the finishing of the flood wall downstream from the Main Street Bridge, and for three bridge replacements

If the blanket moratorium continues after this week. Fenuman said. it's concervable that construction on the new bridges could be pushed back. Bridge construction is now stated for 1980.

The Corps has been working sance 1958 on a \$50 million flood control program for the Mankato area

Bridge delay worthwhile

The prospect of still another delay in the con-struction of a replacement for the Main Street bridge between Mankato and North Mankato can be frustrating — some might view it as just an-other version of government delay.

Usually such delays also mean project costs will nerease, boosted by ongoing inflation. At a time when government penny-pinching is truly being encouraged, the delay seems wasteful.

encouraged, the defay seems wasteful.

But it appears that this time the delay has apecifically been brought about by the new miserly attitude of government. Looking for ways to cut costs, the Army Corps of Engineers thinks by bending or ignoring a few regulations, it won't have to tear up Highway 169 if it chooses the Mulberry-Belgrade plan, thus saving considerably on the total project cost. Mulberry-Belgrade is already estimated to be \$4 million cheaper than the Warren-Range proposal. If the Corps is looking at further savings on the Mulberry-Belgrade plan, it would indicate that the cheapest plan in terms of government expenditure will have the highest priority when the final site selection is made. But the Corps needs more time to investigate the cost saver.

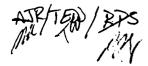
In the past, when the United States' economy.

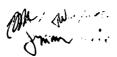
In the past, when the United States' economy

was unchallenged in the world, the flow of dollars from Washington seemed unstoppable. The com-mon view was that those dollars were "free" dol-lars. It didn't make any difference how much be government spent, the economic machine contin-ued amassing wealth for all but a few Americans.

Today, however, that same uncontrolled governmental spending is increasingly being viewed as the cause of the nation's economic decline. Federal dollars are no longer thought to be free. The philosophy that costs need to be cut wherever possible, even if only \$1 million can be saved to a small sum in a \$500 billion budget), is gaining popularity in government circles.

If the Corps thinks it can make substantial savings in construction costs by delaying the project several more months to investigate an economy measure, then it should be applauded for doing so After all, it is using dollars earned by all of us taxpayers. It might seem that the savings on one particular project for one particular community would be insignificant to an individual taxpayer, but it is just that philosophy which has created the mushrooming federal budget. The Corps should be congratulated for trying to save wherever possible.







Main Street bridge work planned

Repairs of the Main Street railroad crossing are scheduled to begin in two weeks. The repairs, originally scheduled to begin this week, were delayed because of a derailment near Madelia, according to Jerry Miller, of the Minnesota Department of Transportation. The Chicago and North Western Transportation Co. shipped track that was to be used at the Main Street crossing to Madelia instead.

instead
Signs will be posted prior to
the start of the repairs, which
will require rerouting of traffic.
The Chicago and North Western is responsible for the cost of
the repairs. Miller gaig the railroad intends to reduce the crossing to one trackto one track



Main Street bridge to close for two weeks

The Main Street bridge will be closed for about two weeks beginning Monday, so the three railroad tracks on the Mankato side can be repaired and the ground resurfaced. Sidewalks on the bridge will remain open for pedestrians.

Traffic entering Mankato from North Mankato will

have to use either the North Star bridge to Park Lane or the Minnesota River bridge on Trunk Highway 14. The Chicage and North Western Transportation Co-will be raising the railroad lines and putting in new blacktopping, according to Harold Dougherty, repdmas-ter for the company.

bridge plan scrapped Steeper

PAY HARVET METER
PROF PROG BAIR WRIGHT
Street Bridge has a steeper. Man
Street Bridge has a steeper. Man
street Bridge has a sudd have
about a broth Mandato Barve leatabuely been scrapped.
In addition, the U.S. Army
Corps of Engeneer has "Seattle"
very selected a Belgrade Mulberry
very selected a Belgrade Mulberry
very selected a Belgrade Mulberry
A Belgrade Mulberry bridge
archang over Highway 168 has
been perferred by the Corps for
some time, breature of a safety
some grade of the Corps for
some time, breature of safety
some grade of the Corps for
some time, breature of safety
some grade of the Corps for
some first present of safety

Penaman actionwiedged this as the first time the Copys has publicly disvised a preference for replacing the Main Street Bridge, but he added that information applied to the statement could age the forms wew THE. CORPS shelved plans

According to Penniman, ManDorf also was concerned that a steeper bridge at the untersection with Highway 169 might have caused more problems during vendulous volumes and was mores. Penniman said. The COMPS is now concentrating that force on the two at termatives to replace the three-law States space the three-law States space between a said states and penniman said states as the states the penniman said states space between said states space between said states space between said states space between said states states from the corps. Along with a report from the Corps. Along with a report from for a steeper grade bridge after bearing that the uniting of such a bridge would cause safety and Pernuman said the Copy ear.

Fernuman said the Dept grade bridge which would essentially have bypassed costs for lower.

Fer Highway 169 bridge and readway.

Fer Highway 169 bridge and readway.

First for of the bridge on the fort of the bridge on the North Mankato side could force

a Corps consultant, favor the Belgrade Mulberry alternative over a proposal Range Warren Street A Belgrade Mulberry bridge arching over Highway 189 has been flowed by Cotto Manlano et al. 189 has been favored by Cotto Manlano et al. 189 has been favored by Cotto Manlano et al. 189 has been favored by Cotto Manlano et al. 189 has been endorsed by Cotto Manlano et al. 189 has been endorsed by Cotto Manlano et al. 189 has a series of the Belge will go That authority rests with the Cotto Councils have any any over the Rederal Highway Admin of the Federal Highway Admin of the Manlano et al. 189 has a series a series of a Belgrade Mulberry Bridge All of the bridge had a lower grade han the 16 fest per hundrel feet pm.

arch over Highway 168 has a proposed nothing of 37 feet per 100 feet, far safer for traction and stooping in ive conditions.

The scrapping of the steeper cally been approved by the Corps However, final approval as expected soon. Penaman and the property of the bridge of the property of the property of the property of the property of the public organization of the property of the affait Els such and Keley Inc. a Muneapolis consulting from on the bridge project, and a dialt Els such and Keley Inc. a Muneapolis consulting from on the bridge project, and a dialt Els such perfect and the a final Els would be property, and a dialt Els such perfect of the fer flat, a public hearing will be bridge deliand. Or majete with the fer flat, a public hearing selected the study of the steeper grade fine study of the steeper grade months thus faired maining alternatives.

The Belgrade Mulder and the increment maining alternatives.

The Belgrade Mulder is a fine maining a sternated the bridge deliand Mulder of all the million in set I million in set I million in set I million in the maining without a fine in a faire with a fire million in set I million in set I million in the maining without a fire million in set I million in set I million in the million

By comparison a Belgrade fullberry hindge that would

THE FREE PRESS, MANKATO TRUTCHY, Oc. 30, 1980-3

bridge reconstruction

Bridge Game (cont.)

Ken E. Berg. Free Free Editor

The Corps of Engineers is still dickering with the intricate Main.
Street Bridge replacement project.
The old bridge has to all its 50 years old has limited traffic capacity, clashes with the railroad crossing on the east end andmost important from a flood-centrol standpoint — stains slower than flood walls subsequently built on opposite sides of the river. Congress has undertwardly built on opposite sides of the river. To the best of knowledge nobody other than perhaps Corps employees has seen an official drawing of the flow spain. If start there is one at this stage. The annual calendar published by City Hall still features an unofficial drawing of the flow spain. If start there is one at this stage. The annual calendar published by City Hall stull features an unofficial "dreamy" artist's conception that or the October fold of the city calendar W. Anson Sperry got to the October fold of the city calendar W. Anson Sperry got to the Cholder in the Cholder fold of the city calendar W. Anson Sperry with the Cholder is a this thought accompanying reproduction. Which it city describes as "an ideal Ammanati ogual acchinge and as



FREE PRESS 8

approach structure. "Annmand is the name of the Italian who conveyed the arth-given meaning egg-shaped."

A beauty of this concept. Sperry unsists, in the absence of pillars shad into the reveal the arth-bation. This no presental obstruction to the an unit spring use breaking. There would be no backing up of rec. the likes of winch western bation. There would be no backing up of rec. the likes of winch western bridge, not north as the Corpa has proposed. The Shakato terminus would be at Mullery and Second streets, as the Curps seems to layer. The immediate North Manhato terminus, the span hand, a the Curps has proposed. In a study of the minediate but straight shot, bridge would obtuse more of less where Nicolled Avenue, rather it would be more of less where Nicolled Avenue makes its bend to pun with Begrade.

Sperry says a stanted, but straight shot, bridge would obtuse the med for a slowed mot be Belgrade Avenue and Sperry sould require the removal of relatively few homes on the North Wankato side, to link with Second at Mullery I would require the removal of relatively few homes on the North Wankato side, to link with Second as it with the Corps, could remain, too Sperry is confident that his sequesse, a suggestion, would meet all other specifications. In Millery I would not the Corps, could remain, too Sperry is confident that his sequesse, a suggestion, would meet all other specifications. In Millery is suffered would subserved out to the resolute of the renaphore signed on Highway 180 of North Wankato side, and offer controlled trait. In the ward podestrian walkways.

Sperry Hartle more work. Tosts and legal matters would also have visited a four way traffic erraphore side, and miller makes and the Corps. Controlled frait is the world of the Corps such of the resolute of word Cittern Sperry scoplitation at this laws with a single of the Corps such of the resolute of the Corps such the standard of the Corps such of the Few Corps such of the Corps of the Corps such of the Corps such of the Corps and offer c

any excusives Specific of any harm. They're fun They brighten an otherwise glooms autumn day.

It is correctionate account them and retirement age is an addition, and productive use of this time than playing back each that we have the time than playing back each than the bays down at the lastern. It was probably someball that Speriy who in the absence of a native decreased that you rounds speay water by holding a thumb against the end of the bace.

B - 71



CONTRACTOR LEADERS AND SOUTH LEADERS AND L

twin-bridge plan for Highway 169 Officials explain

By HANVEY MEYER
About 109 persons packed the
Roosevelt Elementary School
Wednessley might to hear offcials explain how the Highway
100 twin bridge will conform to
an area food control project.
The public hearing was the
first in a series schoduled for
the three proposed new bridges
lecated in the project area.
Specifically, the twin bridges
which spass the Blaze Earth
River near Moneymead Prodwith Co. in southwest Mankao,
will be raised if feet above the
existing bridge deck.— high
enough, officials say, to handle
a so-called "110-year food."
THE HIGHER trav will mean
revoluing some roads in the
area. That, in turn, will mean
digidacement of some houses.
But in the long run the reaigned twin bridge will be safer
and will better facilitate traffic
according to Thomas Weimore
of Edwards and Kelecy inc.
Minnespoids, a communiant to the
U.S. Army Carps of Engineers
on the flood control project.
The concern over fraific is importiant, Weimore said, because
it is expected to hump from the
present 20,000 wehicles per day,
to 33,000 in 20 years.
Significantly Weimore said
will cost less than an alternate
delign.

The preferred design medypublic in early January, will
cost about \$11.3 million, of

about \$450,000 less than the ...i
terrate design.

THE PREFERRED design.

also would displace one business and 12 houses — three in
Leshiller. two along Minneopa
Road and seven along West 7th
Street. The property tax loss to
the city has been estimated at
55.00.

Some West 7th Street residents at the hearing Wednesday
wondered if the street they live
along could be retreet they live
along the retreet they live

In the meantime, their com-See BRIDGE (Please turn to Page 5)

-Bridge-

(Continued from Page 1)

ments will be included in an environmental impact statement (ELS) on the bridge Residents concerns about noise poliution and possible property devaluation will also be addressed in the ELS.

May. Property acquisition would begin in 1822 and construction would occur in 1832.
Plans for the twan bridge will be incorporated in the corps overall flood control plan for Mankare-Leffillier. Included in the plan are the Chirage & North Western rail.
Toad bridges, Effiniter Poud and the Main Street bridge. According to Boo Perenman, the corps flood control project manager, the corps and project in an again, the corps flood control project manager, the corps has "fentatively selected" a replacement for the Main Street bridge. It would consist of a Belgrade Mulberry bridge that would arch over Highway 199. That selection, if it isn't changed, is certeion, if it isn't changed, is certeion in the project of the same and in the chopping block so far, according to corps Under the corps' plan, eleva-tion would clink starting at the Rawley Street intersection in Leffillier. The road would cross ower the Rhue River alightly south tugatram of the existing concrete arrib bridge and rejoin the existing road at the Sibley Street bridge in Mankato. Apar-allel on and off ramp for traffic to and from the south and west on Highway 169 would be pro-vided from Minneopa Road 1986 east of Woodlawn Avenue.

ACCORDING TO the corps' schedule, the design stage of the twin bridge will last about six months after the completion of the EIS, expected sometime in

AND COCCOCCO CONTRACTOR OF CON

Bridge delay still worthwhile

Now that the "steep" bridge plan has been scrapped, we hope the Army Corps of Engineers can get on with the construction of a new Wain Street bridge. (Property it should be called the "Belgrade to Mulberry" bridge.)

The delay to investigate the alternative, which would have routed traffic under flighway 189 instead of over it, would have saved \$4 million in constantion costs, so even though it ddin't pan out, it was worth the trouble to investigate.

The Corps still has to decide between the Bel-grade-Mulberry route and the Range-Warren pro-

posal, but with an additional 54 million seeded for the latter project, it would appear that Belgrade-Mulberry is preferable. Mosey is tight for every-one, and government should economize where it can.

In fact, at this point there is some question whether enough morey will be available to pay for the bridge at all. As government motey orders have shrunk, all sides have become uneasy about the funding prospects. The "steep bridge" delay was worth the time, but time is, even more so, of the essence. We hope a quick resolution of routing and construction can now move forward.

MnDOT designates 10-ton roads

Emergency routes authorized to earty 10-ton, single-axie leads and 80,000 pounds of total grees weight have been designated in Mankato, Le Sueur and three other areas.

The Minnesoth Department of Transportation (MaDOT) has designated Third Avenu between the ADM elevator entrance to its junction with Right way 14 in Mankato to carry 10-ton loads.

In the Le Sueur area, MaDOT has designated Highway 112 between Highway 12 between Highway 35 and 189 to carry 10-ton loads.

Emergency routes also have been established in Redwood County, Red Wing and Minnespolis. The routes were authorized because they connect with or feed designated 10-ton routes.

Monthly transportation permits will be required to hand 80,000 pounds on the emergency

router. Permits, which cost 85, are available at ManDOT offices in Mankatto, Windom, Own bossa, Sochester, Crookston Benddi, Detroit Laken, Dubth Morris, Wirginia, Brainerd, St. Cloud, Willmar, Marshall, Mis pespolis and St. Paul.

Rardy a man is now alive who remembers that infamous day and year. Voto: a bad opener; maybe somebody will get around to using a variation of the line in a poem.) The infamous day was just about now. in April. The infamous year was precisely 100 years ago. [381] The biggest, although not necessarily the worst. Good in Mankano's recorded history sent the Minnesota River far over its banks on both sides. Water covered the length of Front Street sound of the hill and spread as far east as the-then fire studion on Second Street (precisely side of D'Anne 8.) The rowbash, not the customary horse and buggy, was the mode of transportation through-out the central business district. Even when the waters retreated to their normal channel, the residue of mud and debris on the dirt cast made herse traffic unpossible for several more days.

There was no river forecasting in 1881, just as there was no of depth gauge on the old Iron bridge that preceded the pre-cal-day till Main Seret Bridge. The winter's beavy snow that continued tuto April method in a rais. There was no warming of impending trouble of New the labeled are noted to the confluence of the Blue Earth and will be the labeled are noted to the confluence of the Blue Earth and will be the beaton denicers. In the absence of measuring derices then but a fortified by reconfluently and surveys during and following sub-intervied at certainly 30 feet, probably 31 feet.

The costless and most disruptive flood in Mankato occurred Mackacty? O years later, in April 1851. As in 1881, there dis the deeper of the menty heavy stow, aimost double the annual average and much of it late in the season Similarly; the two invers those to shed their error caps in muson, causing further pressure to the spring runoff But in 1981, the Mannesota River at the bridge reached a rivers of But in 1981, the Mannesota River at the bridge reached a rivers of only 50 of etc. or five feet under 1881. That its why, in 1981, down Stato and Leftillier—barely populated in 1881 but highly developed and undustrialized 10, sears later.—were invadated and forcibly we executed. The loss to a young city in 1881 was a seasosed only in the won the labor. The destruction amounted to millions of dollars and only hindreds of openie were affected was 1891, the destruction amounted to millions of dollars and some feet. Dersons were inconvenience

Free Pess April-8-1981

No dud flood

Ken E. Berg Pre-Pres Editor

The Minnesota River, since 1881, has never exceeded 30 feet. It is came closes; it 1985.—290 feet. This was the year that the Sibley Part A Zoo was wpped out and LeHillier and West Manhato were abover-helmed. North Manhato was evacuated, as in 1851, but this O over-helmed. North Manhato was evacuated, as in 1851, but this O over-helmed. Worth Manhato was evacuated, as in 1851, but this O it is the the more was precautionary, as water was kept out of the to it is proper, thanks to reinforcements to earthen dires thrown up the affect the flood scare of 1952. West: Manhato got it again in 1869 the was the manhator of 1952. West: Manhatoans was adding strain to the North Manhatoans and adding strain to the North Manhatoans.

In an systems. But, except for the westside, things held.

Not to be forgotten, too, are the lesser flood threats that dotted full every decade between the 1890s and the 180s. Thus, in response to the Markato's and North Markato's sexaltants, legumente, pleas ne of Congress and the Corps of Engineers enterted the valley in earnest in the 1870s. The network of concrete flood walls, sculptured errearthen dikes and pumping stations still in the process of completing on one both sides of the niver are the result of the Twin Kaios' long error on the states of the Markatos whose arrest of the Markatos long error on the states of the Markatos and Blue Earth rivers. For newcomers were of the Markatos long error who arrived during the largely smoviess written it must be duffined between the control of the state of the Markatos flood walls were put there for a reason, who arrived during the largely smoviess written in must be duffined on with the soon, with new mirrors flood walls were put there for a reason, who arrive and profese the more feet — remember 1881 when it reached the record 31 feet.

Hardly a man is now alive who remembers that infamous

and year. Probably nobody recalls it, unless they're 166. I have ob-served the river for more than a half-century; i might even have overlooked the 10th analyersary, had not Paul Myer mentioned it after chancing into the official flood control manual at Chy Hall —"the book" that a lot of us. and our forebears, belped write.....

Speading of remembering, Bob Wright, the genteel Maniato State English prof. provides a mellow postscript to a column piece earlier this week. I had said that a lot of young people don't remember when Davilight Saving Time was not a six-month way of life in Minnesota Wright touches on the subject of memories in the latest issue of The Corresponder. It is an occasional newsieter "Fan Letter." he calls it that he publishes, as a labor of love about Minnesota writers within says in part. "I'm reading Thm O'Brien and Patricia Hample this week. I have begun to feel my age. They write of the 1950s as if those years were not just year gerday, as they seem to me. To them, and to my son who shares their birth year. 1946, the '350 are where memory start. These youngsters the 50s generation, look back upon the '50s and write about childhood fears I have frouble remembering.— of 'the bomb' and of vornmunsum. We childhood fears were all focused against a different monster, something called 'the Depression. Please, God, help the Depression get over, I would pray each might for my with the fear was of 'idendaping, brought on by the Lindbergh for my with the fear was of 'idendaping, brought on by the Lindbergh of sears seem to affect out these permanenthy. The Depression is still with me — a part of me.

Memories of the third blennial reunion of the "Depression bids," the Kain 20-40 (Unb. won't be a part of you unless you be unless you trained by the trained of the trained

lesidents submit

The Mankato City Council was urged Monday night to pressure federal officials to analyze the economic ramifications of a new Main Street bridge.

Marcia Coonce, 205 Washington Court, presented the council petitions, which she said were signed by 600 to 1,000 residents on both sides of the river.

Coonce said persons who signed the petitions wanted assurances that an environmental impact statement (EIS) by the US Army Corps of Engineers would give due consideration to economic factors, such as displacement of houses and businesses.

Robert Penniman, project manager for the Corps' flood con rol project for the area, said today that the EIS was taken, economic considerations into account.

in addition, Penniman said, the EIS is analyzing social, environmental, noise, traffic and historic impacts.

THE EIE HAS been looking at two proposed bridge sites to replace the Main Street structure. One proposal is for a bridge that would link Range Street in North Mankato to Warren Street in Mankato. The other proposal, and the one apparently favored by Corps officials, is for a bridge that would link Belgrade Street in North Mankato to Mulberry Street in Mankato.

MIT IN WARRIED WAS IN MASS IN A

Penniman said in October that the Belgrade-Mulberry bridge that would arch over Highway 169 had been "tentatively selected" by Corps officials because of safety and traffic concerns.

Councilman Robert Schramski called the bridge issue "real important. It will divide the town in half, for one thing."

Corps officials and their consultants are working on the last phase of the draft EIS. The draft is expected to be completed sometime in May.

A public hearing on the Main Street bridge replacement has been tentatively set for early June, Penniman said. The final EIS should be completed by August, he said.

Correction 3-25-81

Free Press incorrectly reported in Tuesday's edition that from 600 to 1,000 North Mankato and Mankato residents wanted assurances that an on-going environmental impact statement (EIS) of a new Main Street bridge give thorough analysis of economic considerations,

In fact, according to Marcia Coonce, who headed a petition drive, the petitioners want the Mankato City Council to pressure federal officials for a separate economic impact study before a bridge site is selected.

Coonce said a separate economic impact study, which would be conducted by the federal Department of Housing and Urban Development, would give thorough scrutiny of economic development potential, tax and employment loss, and land and building devaluation caused by a new bridge.

Grade-Mulberry bridge tops Corps' RRSE DRESS

Street bridge that would arch over Highway 168 in North Mankato is now officially the top choice to replace the Main A Beigrade Avenue-Multerry Pres Press Staff Writer

Street Bridge.
The U.S. Army Corps of Engineers, which is furding the new ortige, disclosed its choice lass. and the final decision could conceivably go against the Corps' iall, but its selection was made ufficial in an environmental linpact siatement (EIS) reluased this week. Public hearings remain to be held on the selection Choice.

a bridge replacement, which has gone on for almost a The release of the EIS ends orse chapter in the selection for decade

antaxunced its preference than it was being attacked for not taknomic and social impacts ing a hard enough look at eco-NO SCONER had the Corps LUVINIVOG.

Street-Warren Sitzen Bridge, use ient-best alternate, sist nve alternate crossings beung went packed over a skauke Les is egg receive Muliber . y . 1984 ween horn Mankato sol on handada.

The Corps said the Belgrade-Mulberry crossing was superior because of its cost, its effect on traffic and safety, and general neighborhood impact.

num, it would mean displace-num; of 19 housenolds and seven businesses. Eighteen of the households and three busi-nusses would be in North Man-If the Corps' selection survives a July 22 public hearing and a further environmental repusinesses would be in cate and one household and four

Included among the displaced would be Century Club, T.J. Finnegan's and Lindsay Sash in North Mankato and Mathes Printing, Midwest Coaches, Doris International and Meyer and Sons in Mankato. Mankato.

However, the Burton Hotel, an aging 74-room structure at 251 N. 2nd St. that was earlier tabbed for demolition, would be left intact.

THE NEW six-lane bridge with a 6-foot shoulder would be

In orde to domaish the impact of traitices soil the Washington Farl, and the Corps card trucks he dos prohibited from driving on Fairth and Broad streets.

Construction on the new bridge would right he a traffic bypass along Righway 169 in North Mankath. It would also require traffic signal out the Highway 169 bypack and and Beliptede Averte.

The bypass is a majority of bridge construction of the majority of bridge construction.

After the high of hearing, the Corps will be comments and in the a construction in a final E18.

After about the Mans of design study would be printed to work on the bridge construction work on the bridge could began a 18.

Minnesota River and lowering it so the bridge could rise over the 169 about 120 feet closer to the

New ramps to Highway 168 would be provided. River Drive north of Belgrade Avenue and tween Wheeler and Belgrade Avenues would be closed In Mankato, the new crossing the portion of Cedar Street be highway.

would pass over Front Street and land at Mulberry Street beween Second and Broad Streets.

vided to and from Second Street, although Second Street would be closed to through traf-fic. Mulberry Street would be widened from Second to Fourth streets to accommodate four lanes plus a left turn lane. New Access ramps would be pro-

traffic signals and improvements would be required at the intersections of Mulberry at Broad and Fourth streets.

THE NORTH Mankato and Mankato City Councils endorsed the Belgrade-Mulberry professing in 1874 However, Many 35 Use higher than the crist to be seen in 1974 However Man-bridge at the punk, in order to be selve thanged that to a neutral noce, standards for the Corps. France in 1979, sending more that control project for the public comments

But at least one Mankato city Corty Marketo, the bidge or mollman is food set a could require shifting Harbeton. The new hidge selection

Councilman Robert Schramski Wednesday sharply criticized the Corps for not producing an "economic impact statement" separate from the

bridge will mean rerouting much traffic from From Street to Fourth Street That new traffic flow could affect the property erty values of up to "400 peop". in Mankato, he said

Schramski said 'It reelly shakes me."

"It's a had deal. It's dividing the town," he said.

Marcia Coonce, 205 Washington Court, who headed a petition

(Continued from Page 1)

For some time, the Corps and its consultants, Edwards and Kelcey Inc., Minnespolis, had considered a Belgrade-Mulberry bridge that would have landed at the foot of Highway 169 in North Morkato But 181 for a Range-Warren structure

plon for a degree produce by the was shelved after combeding the faction would cause selecty and maintenance problems.

The fine of drood the combette for the faction selection of the combette faction of the cause the Tolling to the faction of th

ALTHOUGHT TOTAL DES LENGTH

drive calling for an economic impact statement, said she was "distressed" by the Corps. selection

the economic aspects and to-tally ignored our petitions," THEY TOTALLY ignored Conce said

Cooke and Schramski said Mankate would be harmed for note than North Mankato would be

Weighing heavily in the Corps' decision was the \$19.6 Belgrade-Mulberry crossing compared with the \$24.9 million million estimated cost of the

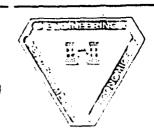
(Picase turn to Page 6)

the bridge would continue to maintain a pedestrian wall-way In part that would be because between the two cities, accord ing to the Corps

The Corps, acknowledging concerns about increased training in the Washington Fark one in mediated traffic on Econd and Points, where four 1800. horry Street to Taddata Assets to we to would rise by its percent when the thidge is surrected by your plots in passibly by 1966.

Excelerate change in charac-for away for a single facility of the characteristy of the foots a distinct and in the Teather and the

to Eduta S. C.



U.S. ARMY ENGINEER DISTRICT ST. PAUL

1135 U.S. POST OFFICE & CUSTOM HOUSE ST. PAUL, MINN. 55101

FOR IMMEDIATE RELEASE

PUBLIC AFFAIRS OFFICE

13 July 1981 PA-21-81

CHARLES OF THE SECOND CONTRACTOR OF SECOND SECOND ASSESSED FOR SECOND OF THE SECOND SE

JAMES E. BRAATZ, Chief 612-725-7505

St. Paul, Minn. -- A public hearing will be held by the Corps of Engineers in

Mankato July 22 to receive oral and written comment on proposed alterations to
the Main Street Trunk Highway 60 Bridge over the Minnesota River.

District Engineer Colonel William W. Badger will conduct the hearing at the National Guard Armory beginning at 7:30 p.m. A report on bridge alteration or replacement related to the Mankato-North Mankato-Le Hillier Flood Control Project was issued June 26 this year and the purpose of the hearing is to obtain public reaction to various proposals related to the bridges.

The Minnesota Valley Regional Library, Mankato City Hall and the local office of the Minnesota Department of Transportation have copies of the report available for review.

##########

MAILING DISTRIBUTION LIST

Mankato Free Press 418 S. 2nd St. Makato, MN 56001

KEEZ FM 227 E. Main, Box 3345 Mankato, MN 56001

KMSU FM Centennial Student Union Mankato State University Mankato, MN 56001

KTOE AM Box 1420, Hwy 14E. Mankato, MN 56001

KYSM AM/FM 1807 Lee Blvd. P.O. Box 1240 North Mankato, MN 56001

KEYC TV Box 128, 1570 Lookout Dr. Mankato, MN 56001

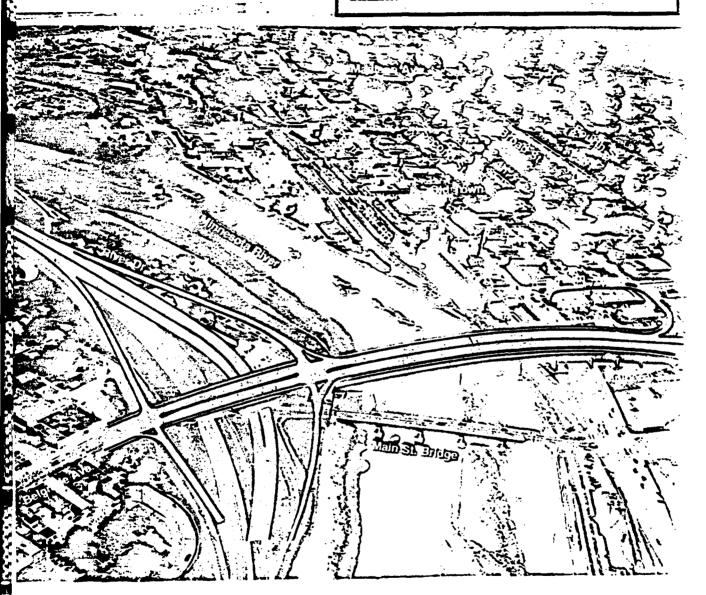
Hearing set on bridge relocation

A public bealing is scheduled for 7:30 p.m. Wednesday in the Mankato Armory to receive public comments on the proposed relocation of the Main Street bridge.

The U.S. Army Corps of Engineers, which is funding construction of a new bridge spanning the Minnesota River, has tentatively selected a Belgrade Avenue-Mulberry Street crossing as the best of several alternates.

Public reaction to the Corps' selection will be incorporated into a final Environmental Impact Statement on the Corps' overall flood control project for Mankato, North Mankato and LeHillier.

THE FREE PRESS, MANKATO Tuesday, July 21, 1981-3



The new Main Street bridge

artist's conception shows how the proposed new Main Street andge will look from the air. The proposed six-lane bridge would start out at Belgrade Avenue in North Mankato, rise up over Highway 169 and span the Minnesota River. On the Mankato side, the grossing would pass over the Burlington Northern railroad tracks

and Front Street and land at Mulberry Street between Secc Broad strests. Although not shown in the picture, Mulberry would be widened from Second to Fourth streets to accompliant lanes plus a left turn lane. Access ramps would be post of and from Second Street, although Second Street valued to through traffic.

k Trage design is 'ugk- but functional

By HARVEY MEYER Free Press Staff Writer H. Roger Smith minees few words about the visual aspects of the proposed new Main Street bridge:

"It's ugly, heavy, ponderous overwhelming."

overwhelming... Yet ''It's a reflection of our times'' and it's "functional,"

Smith said.

Critics are calling the proposed six-lane Belgrade Street.
Mulberry Street crossing, rising at one point 30 feet above the existing bridge, a grotesque eyesore dumped in the midsection of North Mankato and Mankato.

of North Mankato and Mankato.
ITS GARGANTUAN proportions have been labeled out of synch with the sleepy little river communities on both sides of the Minnesota River.

Smith, a Mankato State Uniersity professor of urban plan-

ming and a regionally acclaimed critic of urban design, doesn't disagree.

The pre-cast concrete structure resting on concrete pillars lacks "any class or style," he says. "It's not a pretty thing," Smith said Monday afternoon, looking at an artist's rendering of the proposed bridge.

posed bridge probably can't compare with the Main Street bridge, whose Roman arches give it "styles and grace," Smith said.

its demerits, Smith believes

Smith believe

H. Roger Smith the new struture will be a
similated into the community.

After all, the three-lane Main Street bridge was. And when it was built, in 1916, it was considered a "big bridge," Smith said. Years from now, people may marvel at the structure, calling it a "product of our times," he said.

The proposed bridge's drawbacks may be more than made up by its function, Smith said. It'll make it easier and safer

up by its function, Smith said.
It'll make it easier and safer
for people to travel; they won't
have to contend with railroad
traffic, he said.

"You can't rationalize dressing up the bridge because the costs are so high."

BUT ROB PENNIMAN, U.S.

ule COSES are so ngn."

BUT BOB PENNIMAN, U.S.
Army Corps of Engineers flood
control manager for the area,
assured that the bridge will receive some window dressing

ceive some window dressing.
"The final look of the bridge will be aesthetically pleasing and will fit in with the communi-

ties," Penniman said.

Design consultants, he said, have a "vested interest" in avoiding a "sterile appearance" because they will use the bridge as a model to compete for other bridge projects. The new bridge is projected to cost \$19.6 million, and part of that money will be set aside for design purposes, which Penniman called a "major consideration."

The proposed bridge's "heroic" scale may create one benefit hardly anyone has thought about, Smith said.

That "humongous" barrier in the middle of Front Street may act as a dividing line between Old Town and downtown Mankato.

And that pyschological "gateway" could be beneficial to merchants of both areas, he

Belgrade-Mulberry bridge plan faces tame hearing

By HARVEY MEYER
Free Free Stand Writer
The tentetre scheckin of a
Belgrade Street, Mulberry
Street crossing as the replacement for the Mah Street bridgement for the Mah Street bridge
public hearing Wednesday
Agril.

Officials admitted afterward that they expected more beated debate about their advection, which would rise up over Highway 165 in North Mankto and over the Chicago and North westers Transportation Ca. rall-road freets to Mankalo.

Some residents from the Washington Park area, which is expected to smart from another.

pated increased traffic, com-plained about expected prop-erty devaluation and safety problems.

problems.

But ON the spending of the spending of the spending of the spending of the bearing at the Mankato

Armony seemed to accept the U.S. Army Corps of Engineers see Perlun as the best way to preteethon and end a tecthon and end a

cade-long controversy ever reformlon of the Main Street bridge.

Even the Manhato City Council, which broke its neutral stand and came out in favor of the rext. best leterante, a Range Street warren Street erousing, voiced its classent in muted tonce.

City Manager Bill Bassett, saying he was speaking for the council, saying he was speaking for the council said the city supported the Range-Warren crossing because people displaced by that theridge selection would be financially compensated. He said many people affected by the Bellmany people affected by the Bellman Bel

But took that the city would have to make up the approximately \$3.3 million difference in the coat of the heridges, Baselt and thee ity gradingly supported the Belgrade-Mulberry crossing because a new bridge was needed for additional flood protection.

THE CITY would have had to pay the difference between the federally funded \$19.5 million Bange-Warren beliefership funded \$19.5 million Bange-Warren beliefership founds the North Hankato City Council medoryed the Belgrade-Mulberry crossing.

"Mankato doesn't have that had of money," 4th Ward Councilled Belgrade-Mulberry trossing.

"Mankato doesn't have that had of money," 4th Ward Councilled Belgrade-Mulberry trossing.

businesses.
THE SIX-LANE bridge, with a six-foot shoulder, would rise.
Week above the existing bridge at its peak, in order to meet the Corps flood control standard.
Highway 160 would be shilled.
In feet closer to the Winnesota River and lowered so the bridge could rise over it.

In North Mankato, new on and off ramps would be provided to Highway 169. River Drive north See BRIDGE

way 180 bypess read and Belgrade Avenue.

THE BYPASS is expected to remain the Bypess read and Belgrade Avenue.

THE BYPASS is expected to remain the Bypess read to the Bish Street Bypess but the Bish Street Bypess and the agendary of the Bypess Repeated Bypess and Bypess and Bypess and Bypess and Bypess and Bypess and Bypess Bypess and Bypess Bypess

of Belgrade Avenue and the portion of Cdear Street between Wheeler and Belgrade avenues in Mantiato, the new creasing would pass over the raditood fracts and Front Street and land at Mulberty Street between Second and Broad

Access ramps would be previded to and tions Second
Siret, although Second Siret
would be closed a laturagh traf.

R. Malberry Street would be
widened from Second to Pourla
sirect is necessimonable four
lanes, plus a left turn lates. New
traffic algusts and improvements would be required at the
listersections of Mulberry at
Frand and Fourth sirect.

Constitution on the new
brings would require a traffic
bypass along Highway 40 fm.
Morth Manhalm R would also re.

Main fell off and on through-out the 1% hour meeting, a fac-tor Col. William Badger, Caypa durivi suppose, succeeded may have kept many people have. But Badger alone buffered that the Carpa "Aginate effect the heap residents informed throughout the bridge selection process pold off.

North Manhato Mayor David Deben not only came out in favor of the Belgrade Muberry crossing, but a Belgrade Muberry crossing, but and that people who oppose that selection come from "self-serving interests." Deben said the new bridge served a "great and compelling need" in the event of a so-called "330, sear-flood." "The scooner this is completed, the better off we'll be, Deben said.

The Belgrade Mulberry crossing was selected over five alternate crossings because of the coult traffic and andery factors and general neighborhood inpect, according to the Corp. Its Manhale, the new bridge

fected by the new bridge. Kitsis said he heped the hotel wouldn't be in an "island that people won't be able to get in and out

or.

The Main Street bridge hearing was the last of three the Corps has conducted as part of its effort to elevate three the bridge in North Mankalo, Manhalo, Manhalo, Manhalo, Manhalo, Manhalo, Manhalo, Manhalo, Manhalo, Manhalo, and the Chiege and North Western Transportation of the Cornel was the delittler.

Comments from all three padic hearings will be incorpored from all three padic for the statement of the corporer acted into a final environmental lumgaet statement (EES) on the fined control project for the

would mean displacement of one household and four busi-nesses. In North Mankato, it would mean displacement of it houseboids and three

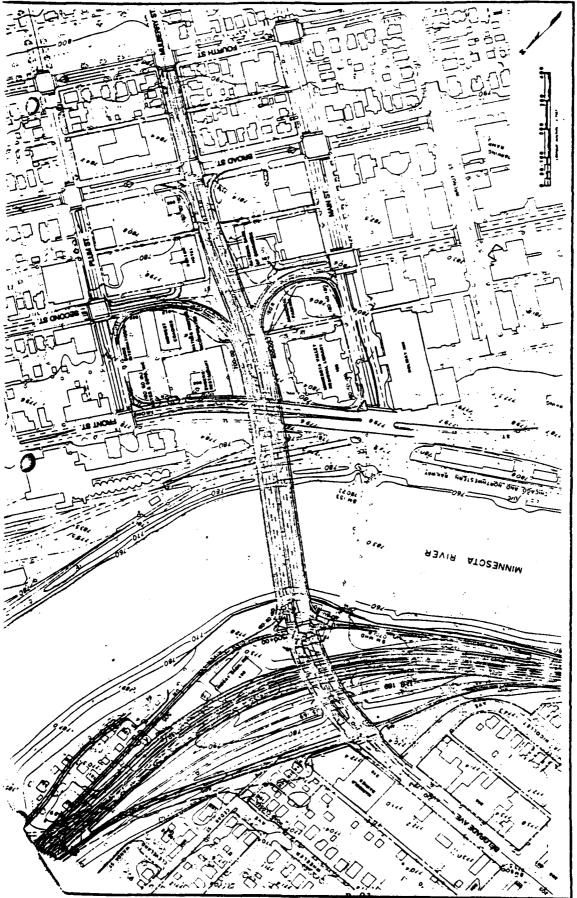
To li

-Bridge

the Corps' selection.

MARICA COUNCE, 255 Washington Court, who wasted a separiti. "creascent largest stateneed." Goes on the Mah Street
bridge replacement, was as the
early by the precedings she
wasted and of the meeting.
Comerc, whe ked a petition
of receive the recessed in part
factoment," and she was part
statement," and she was part
statement, and she was
part of the statement of the she was
prepared affected by the new
prepared affected by the new





Burton Hotel may fall to new bridge

By HARVEY MEYER

Free Press Staff Writer
The U.S. Army Corps of Engineers has changed its stance on the Burton Hotel, 201 N. 2nd St., and is now considering demonshing the structure to make room for the proposed new Main Street bridge.

mail The Corps had proposed leaving the approximately 80-year-old hotel intact in its preliminary findings because of cost considerations and problems in relocating many of the elderly residents living there.

residents living there.

But that Corps decision was based on somewhat outdated information, according to Bob Penniman, manager of the Corps' area flood control

project.

Cilities in the community to handle the approximately 60

elderly housed at the Burton, Penniman said. The Corps is also taking a harder look at whether it wants

to purchase the structure and relocate the residents, a cost initially estimated at \$860,000. Also contributing to the Corps' reexamination is the view of one state highway department official who believes traffic noise from the proposed bridge may be unbearable for

Burton residents.

"We're looking at whether it's necessary to take the Burton," said Penniman. "Basically, the question is economics, but we have to look at the

big picture."
"Things have changed from
our earlier consideration. The
relocation problem, for one
thing, isn't as bad as it was a
couple of years ago. Basically,

Gus Johhnson Plaza may provide housing for [many of the elderly]." Penniman said. He said some former Burton residents are already living at the Plaza, 413 N. 4th St., which opened this year.

ment housing, the Corps is also scouting around for places where elderly could continue participating in certain programs conducted at the Burton.

A major potential problem in leaving the Burton standing is noise pollution, says Lloyd Nelson, highway department district engineer.

"The screeching of tires, snowplowing, truck traffic and just noise of the traffic in general" may be intolerable for Burton residents, who would live only yards away from the

Proposed bridge, Nelson said.
While they're looking at it,
Burton Hotel owner Louis Kit.
sis suggested the Corps investigate how access to his hotel
would be affected.

"I WOULDN'T want to commit myself" on whether the Burton should be razed, Kitsis said."We're going to have to abide by whatever the Corps of Engineers decides anyway. But it it's left an island because of poor access, they may as well take it."

If the Corps decides to demolish the Burton, a National Bank of Commerce drive in facility across the street would probably remain. With another alignment, the Burton would probably remain and the drive-

See BURTON (Please turn to Page 4)



-Burton-

in facility would go, Penniman draft enversaid.

The Corps will probably that it would make its final decision on the Burton in about two months, after talks with residents and city ways been and state officials, Penniman since 1974.

While the Burton is being given a second look, the general location of the proposed new bridge itself is not, he said.

As envisioned, the new bridge would start at Belgrade Avenue in North Mankato and arch over Highway 169 and the Minnesota River. On the Mankato side, it would clear the Chicago & North Western Transporation Co. bridge and Front Street and land on Mulberry Street between Second and

Although the Corps said in a draft environmental-impact study on the proposed bridge that it would be best to keep the Burton, Penniman said the future of the structure has "always been a question mark since 1974."

That was when both North Mankato and Mankato hired a consultant to study replacements for the 65-year-old Main Street bridge, he said.



bridge, old law threaten businesses

are come for the proposed, ing bits of combilences these task about the financial shelwhing it produbly will take Mathes Printing Inc. is getorn it upposeds its quarters to es Main ! Heret bridge.

Whites to owner of the country of the countries of print shop at 208 N Second St. says he would welsolan just to break even Contidences Mathes doesn't east get from the U.S. Army Potel value of his firm and meine the money Mathes and Engineers for the fair e a relocation. That's no

Mit wound is the difference er his original mortgage 14 th mortgage he'll have to "the for a new building, arrest bell have to pay be

The water in the bridge re-

TREE PRESS August 28, 1981-13 Friday.

gible to receive the fair market value cost of their bune, mov-ing expenses, and the differ-

ce in replacement housing up \$15,000, which includes as-

ion for financing their new THE EIGHT businesses the

istance in interest compensa

but they should be, Mathes

No one disagrees with Mathes. Not Col. William Badger, district engineer of the not 2nd District Congressman Corps. Not Gary Ditch of the Corps real estate division. And

ng expenses. But they aren't digible for higher-priced re-olacement buildings or for

noncy to make up the differ

nces in interest.

to, everybody says it's unfair," Mathes—said Thursday, "But (they say] it's the law," EVERYBODY I'VE talked Fom Hagedorn.

Specifically, the law is a mouthful of bureaucratese called the "Uniform Relocation Assistance and Real Property Acquisitions Policies Act of the 32 in North Mankato

Front St., isn't sure how his isn't fair and equitable to do firm would get by with today's that." interest rates.

"At 20 percent, it would be ex-tremely difficult to make monthly mortgage payments," Meyer said. "We'll have to pursue some other avenue of

The reasoning behind the law seemed solid enough in 1970, when interest rates rarely fluctunted more than 1 percent over a couple of years. If there was a difference, it was exmake it up through pass-along pected that businesses could costs on the price of goods. **financing**

ion in both cities are eligible to

Jorps has targeted for reloca

eceive the fair market value rice of their business and mov-

make up 12 percent interest?"
Mathes asked. "I would have to
price myself right out of "RUT HOW AM I going to rxistence

> would lose about \$90,000 in five rears," Mathes said. "Now I'm would have to pay 21 or 22 per-

f I just traded buidings.

aying 10 percent interest, but

Hagedorn Wednesday in Man-kato at a Minnesota Associ-ation of Commerce and In-Mathes took his plaint to

in

vorld" Mathes Printing can af

ent with a new mortgage.

Hagedorn said from Washing-"I'm sympathetic with him," dustry meeting ford to pay that "astronomi-

ately directed his staff to take a hard look at the problem. "It appears the federal language is obsolete in this instance," he lagedorn said he immedi

"I really feel sorry for him" added Ditch, chief of real es-tate for the Corps. "However, tate for the Corps. "However, that's the law, and we have to work within the framework of

berry Street crossing is stated to begin in 1983. But right-of-way acquisition talks are exected to occur in the spring of osed Belgrade Street-Mul-CONSTRUCTION ON the pro

ters to Minnesota congressmen and business associations to Proadcast his problem. He's hopeful that this may result in Mathes said he is sending let-

plans to convince the Corps to But in the meantime, Mathes netude the interest compensa-

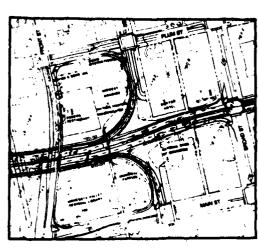


to higher-up Corps officials, said Joe Murphy of the Corps he could appeal his case

And if he still isn't satisfied



fears bridge's side effects O-TOWN



Section in Ilmbo

This map of the "No-Town" district gives an indication of how the proposed Beignate Street-Mulberry Street bridge (staded) will effect access to several businesses.

By HARVEY MEYER

If a bost-block area in
Mankato some are referring
to as No-Town They call it
No-Town because it's smack
the downstown old Town and
the downstown old Town and
the downstown set a smack
the downstown set because future access to the area is a
source of nome worry.

The No-Town area has
evolved because future
The proposed Beigrade
Street-Mulberry Street bridge.
The proposed Beigrade
Street-Mulberry Street bridge.
The proposed Beigrade
ing would alter through the
middle of the four-block sectom, abooting an on-rang and
as off-ramp both morth and
assorted Second Street.

THE PROPOSED six-lane
bridge would change the access to a handful of businesses
in the area.

The proposed Beigrade
Street-Mulberry Street.

The Bridge would change the access to a handful of businesses
in the area.

The businesses, inderviewed last
week, are dely concerted So
is the U.S. Army Corps of Englessers, which is constructing
the \$245, brillion bridge as
part of its flood centrol project for the area.

it's by all means a very im-ant consideration," said Pensiman, Corps project near. "But I don't see it as

a major problem. Access will be there: it'll just be different... Solving access problems in a reasonable time would appear critical if the Corps is to meet its timetable of beginning bridge construction by

a mittal access for Embers and the library undernosth the bridge, and by the access from Pluray undernosth from Pluray undernosth in Brary Higginbotham, is brary limportant? to the library mittal on veries affacts, think Corps officials were aware just how much the library relied on vehicle traffic until alse talked with them at a July 22 public hearth of the library relied on vehicle traffic until alse talked with them at a July 22 public hearthing focusing on the proposed POR SEVEN OR possibly eight bushroam North Manhato, access doesn't matter. They're being relocated to make way for the proposed bridge.

But for the No-Town bushnesses, access is of utmost importance.

"Access is all-important to us, really," add Dick Northy manager of Embers, 200 N. manager of Embers, 200 N. Front St. "I'd have to bet that 60 percent of our business comes by cat."

Embers will lose access from Mulberry Street but may pick, my to a ccess from Mulberry Street but may pick, my two accesses from Mulberry Street but may pick, my two accesses from madernesth the proposed bridge and one from an alberthere.

Bre said she is confident il.

Bre said she is confident il.

Braw severs arrangementa.

They'il have to "You can't
move the bridge — that's been
talked to desth," Higgintothan said.

Jim Weir of the West insurance Agency, 208 N. Broad

8., vividly described the access predicament this business
may face. The business will
probably lose its Mulberry
grobably lose tes Mulberry
grobably lose tes Mulberry
Brued, access but would have
accesses from Broad Street
and an alley from Plum

"YOU HAVE TO be darn sear a confortionist to get

Bark of Commerce, 107 No.
Bark of Commerce, 107 No.
Becond St., say they aren't going to free too much about access until they receive final
word from the Corps.
The bank has accesses from
Mulberry Street and Second
Street now, but it may lose the
Mulberry access.
With one bridge alignment,
the bank's drive-in facility
would be removed. With another alignment, the Burton
Hotel, 201 N. Second St.
would go. Femiliana says the
Corps will probably the route
within the next few months.
But if the Burton Hotel
But if the Burton Hotel
stays, getting to and from the
Bygen-cold landmark could be
a alignmane, says Loude Kitstay, setting to and from the
Street access but it would retain its
Second Street access, under
Kitists, whose hotel houses
Kitists, whose hotel houses
Kitists, whose hotel houses
Go some edderly, has said that if the butel is "left an island
because of poor access, they

See NO-TOWN (Please turn to Page 11)

-No-Town

Dick Oison of Harmon Class, 277 N. Second St., says the proposed bridge alignment may actually help his business. It appears that Harmon Class will retain its Plum Street and Second Street accesses. But Olson said hell probably be assured of additional visibility as traffic negotiates the on-ramp to the bridge.

ANOTHER, LANDOWNER, In the No-Town section diving the No-Town section diving the bridge is the city of Mankato. If owns a half black parking lot east of the library and a half black parking lot said former warehouse apply building east of the bank.

Once it's deformand how much right of well stempt to develop the bank.

Once it's deformand how much right of well stempt to develop the property, and a ball black parking lot seed for the bank.

Once it's deformand how much right of the bank.

Once it's deformand how much right of the bank.

Ore it's deformand how benk.

Pennimm sedd access sproblems about access problems about access problems about access problems about access problems and fronths.

Federal cuts may delay Kato bridge projects

By HARVEY MEYER Free Press Staff Writer

A top official for the Mankate area flood control project predicted Wednesday that some federal construction funds for the project will be postponed a few years.

That would mean construction on at least two of the three bridges in the flood control project — the Chicago & North Western Transportation Bridge and the Highway 169 twinbridge — would be completed later, according to Bob Penniman, U.S. Army Corps of Engi-



neers project manager for this

Penniman said he believed construction funds would be available for a proposed new Main Street bridge, because of its importance to traffic between Mankato and North Mankato. Plans are to begin construction on a Belgrade Avenue-Mulberry Street crossing in 1983, with completion scheduled for 1986.

PLANS CALLED for construction on all three bridges to begin simultaneously. However, Penniman suggested that construction on the Chicago & North Western Bridge between Mankato and LeHillier and the Highway 169 twin bridge in southwest Mankato will begin later, with possible completion on those bridges around 1989.

Cost of the Chicago & North Western bridge has been estimated at 87.0 million and cost of the Highway 169 twin bridge has been put at \$11.8 million. The cost of the proposed new Main Street bridge has been estimated at \$24.9 million.

Penniman said he based his somewhat bleak outlook on a "definite feeling that spending will be cut back," especially considering President Reagan's oft-repeated plans to shave the federal budget.

"I think the project will ultimately be completed," Penniman said. "But it's just a matter of time."

The time schedule for the bridges and other flood protection work may hinge in large part on what Reagan does with a 1982 water resources appropriation bill that is currently on his desk, Corps officials say.

The bill calls for from \$8 to \$9.5 million for the building of levees, pump stations, diversions, engineering design plans and other flood protection work for the Mankato area. However, it's uncertain whether that amount would be left once it gets past Reagan's desk.

IF THE 1982 appropriation is pared down, that could mean funding in the following years would also be postponed or delayed, according to Col. William Badger. Corps' district engineer.

Mankato City Manager Bill Bassett said he hadn't heard of any pians to delay bridge construction funds. But in any case, he said, it probably would not affect any plans being considered by the city of ntil I get more information, it doesn't sound particularly significant to me." he said.

Dadger stre-sed that what happens with landing for the Mankato area flood control project is likely for the other 25 projects in the five date area in which the St. Paul Corps office has jurisdiction.



SE PRE

Friday

New bridge will claim Mankato landmark

Safety, noise cited in Burton decision

By HALIVEY MEYER

Free Fress Staff Writer

Free Fress Staff Writer
The Burton Hotel, a seemingly timeless structure detting Man
sto's landscape, has been scheduled for demolition to male roon

U.S. Army Corps of Engineers officials, who initially rejected razing the over century old landmark, now say recent developments require them to reverse their decision.

princits require them to reverse uper obecision. It apartmen Although the final decision to remove the 74-room. It apartmen full structure at 201 N. Second St. hasn't gone through the Corps that of command, a Corps official in St. Paul now says that is a full of command.

"very good possibility."

Bob Penninan, the Corps Rood control project manager for the Mankato area, said the proposal by the Corps St. Paul office to reac the Burton will likely be ember; stamped by the Corps Wash trace the Corps of the Corps Wash

mannato arrea, statu use proposate to corps st. I' au office to arreate the Burton will likely be rubber stamped by the Corps' West-ington, D.C., office for these reasons:

@ There isn't that much readroversy over the prepasal, according to Permitman. No groups or individuals have mobilized to save order.

Many of the elderly, who had lew places to relocate two years
ago, have now moved to Gus Johnson Plaza, 413 N. Fourth St., a
blow to moderate-income facility for the elderly that opened last
winter

 The Minnesota Department of Transportation, which will maintain the new bridge, had expressed scriums reservations about having a lacility only yards away from traffic noise emanating from the bridge. A highway official said the screeching of tires, snowplawing and truck traffic might make living at the Burton in tolerable.

■ Louie Kitsis, president of the Burton Medor Hotel & Lounge Inc. which owns the Burton, says he goes along with the Corps recommendation. Kitsis, reselved Friday at his winter home in Falm Spiritg, Calif., said, "We re in fawar of anything that will help the Good control project. And if that's the opinion of the Corps officials, we would go along with that "Kitsls had earlier expressed reservations about letting the Burton stand because of ac-

cess prodeins caused by the new Bridge

Mankalo city officials tavor derfolishing the Burton, accor
ing to Faul Baker, Markalo public works director. One of the re



18 DECEMBER, 181 PRESS MANKATO FREE

•

Fred Baum, a fixture at the Burton Hotel, says he lan't too concerned about plans to raze the Burton.

Hotel's old-timers sit, talk and wait

The year is 1971. Fred Baum, 80, gingerly makes his way down three flights of stars and pleys down in a pulfy chair in the holy of the Burton Hotel.

The year is 1981. Fred Baum, 90, gin-gerly malaces his way down three flights of stairs and plops down in a puffy chair in the lobby of the Burton Hotel.

Few things change for paum and his buddles at the Burton. Life is slow, life is easy, life is methodical, it's smull talk in the slow lane

style. Even news that the Burton finally will be demolished in a cuple of years creates only a small stir among regulars of the first floor hobby crowd. HARIM.Y ANYTHING disturbs this life.

"They'll never put that bridge here," Marian Swenson says defiantly. "Luok at all the businesses here."

"Ten years ago we were told they were going to lake down the Burton," said an other etkerly wonan, who declined to be identified. "We got all excited and they tower did anything. So I'm not really getting that excited this time."

Baum has beard all the fuss about the

Burton coming down before, probably hundreds of lines. He is unmoved by a visitor who says that U.S. Army Corps of Engineers officials say the Burton will have to go, that it's last a matter of when.

What will be do?

"I'll wait until the time comes, then I'll

tell you more about it," Baum says.
Will he miss the Burton?
"Don't know. I would have to try it first

WHEN PRESSED, Baum will acknowledge a kindred feeling toward the turn-of-the-century structure. "It's 'old, like I

am," he says, smilling.
Another Burton regular — and a buddy of Baum's — blso has kind words for the

"What I like about it is there's people around," said the Beyeu-cold man who refused to identify himself. "Come down and sit in the lobby and talk to people."

The man says he's heard reports of the Burton's demise for the last 10 years. And it has him worried siek, he says.

"I don't know what I'll do. I would like to move into a nursing home, but Mankato's all filled up.

"I've been here 10 years, and I've been worried all the time that I would have to move out any monent. I wake up in the middle of the night and wonder where I'm going to move. It's been forture. It's gonna happen anytime, and it's gonna be hell."

司の記録を 1 ALL 710-48 la inii B Illien 13

The Burton Hotel, 201 N. Second St.

front lobby and no meeting The Burton is not recognized cating and acquiring property in the four-block area affected

would miss the structure. "I the the old situations. I don't like the new, modern things. I think they're taking away too many of the older buildings."
THE 40 TO 45 residents who

According to Blue Earth as either a national or state his-toric landmark, Schuster said. by the proposed bridge. The city might then have the first tright to buy hack the property from the Corps, Melcena said.

But he added: "What we're heing given is preliminary and sketchy, and we really don't have enough lufornation to even comment on it."

Minnesota Historical Society said it is more likely the Burton was built around the turn of County Assessor's office re-cords, the hotel portion of the structure was built in 1870. However, an official with the the century point, the Burton doesn't have all that much to offer other than its age, said Marcia Schus

FROM A historical view

room at the Burton on a daily, weekly and monthly basis and the 18 apartment dwellers will have to find a new home. That is cause for some concern, especially for some of the elderly. But several older

there was a possibility that ac-tion would begin in 1983 or 1984. Depending on funding, con-struction on the new Main Street bridge was scheduled to

While Penniman says re-newal of the Burton is almost a certainty, he could not say when the hotel would be de-stroyed However, he indicated

tel will soon be ripe for

tel's front lobby wondered whether there was any truth to the latest report about the bo-

el's demise

with some reservation. With good reason, they've beard news about the botel's removal

Businessmen who lease space at the Burton reacted to the latest news about the botel

begin in 1983

scople interviewed in the ho

bridge here, "sold one woman Another woman claimed she's heard reports of the inited's de-They'll never put that

mise for the last 10 years, now the's skeptical about anything

ham, proporter of Mr. Robert's Branch and Dave

Vic. Shalloub, proprieter Vic.'s Barber Shop, Robe in the last decorde

The assessor's office slows ments on the e building was a

ing as typical of commercial bu-tels, during its, era, with its brick facude, a ruther small ter, director of the Blue Earth County Museum Schuster described the build

if houses apart east end of the eastmeted in that the kitchen facility on the first floor was built in 1891. An addition, that houses apart

> lens, assistant rity innuger, asy they aren't exactly sure-what involvement the city suid Corps will have on parchasing the Burton. Both Pennimun and Tom Me

In not really too crafty about moving and the control and Shalloude. The purking a good. Real met the real a good. Real who has operated the bridains, all say they have not Inclined, equitator of The Hol scarched for other heatlons

Melenn and one possibility discussed was for the city to and sold untiques for M

Two Mankato bridge plans postponed

By HARVEY MEYER Free Press Staft Writer

The Reagan administration has informed officials working on the Mankato area flood control project to go ahead with plans for a new Main Street bridge but to postpone plans for two other bridges.

The message to U.S. Army Corps of Engineers officials means that construction of a new Main. Street bridge will still start in the fall of 1983, as planned. But construction on the Highway 169 twin-bridge would begin in the summer of 1985 and construction on the Chicago. & North Western

insportation Bridge would the fall of 1980, according 30t Penniman, Markato a Corps project manager

Penniman had received hints that Reagan's budget-cutting would extend down to the Mankate project. "But it wasn't until the last few weeks that we found out this is what we'resupposed to do" said Penniman NOW, PENNIMAN said,

We are going to change our schedule to reflect a stretch-out on cram."

pricram."
While Penniman acknowledged changes in the Corps friant another Corps official would only say the Mankato area flood control project was neing considered for reductions.

Nothing is official at this point "said Jim Kursu, Corps chief of the Corps program decomponent branch in St. Paul Al. projects are being considered for potential cuts. Mannato is certainly being considered."

Conginally plans were for construction on all three bridges to begin in 1980, with completion in 1980. The proposed Belgrade Avenue-Multerry, Street crossing, which would replace the Main Street bridge connecting North Main Rate and Mankato, is still targeted for completion in 1996.

However, the revised schedule for the Highway 169 twin bridge in southwest Mankato calls for completion in the summer of 1988. And the Chicago & North Western bridge between Mankato and LeHillier is expected to be completed sometime during 1989, Penniman said.

REPLACEMENT OF the old Main Street bridge was given priority over the other bridges because it is the bulkiest of the three and would pose the largest obstacle in blocking floodwater, according to Penniman



Wednesday, Dec. 30, 1981—11

Although the Corps is planning to lengthen the construction period. Penniman said there were still contingency plans to accelerate construction on the two bridges should the administration or Congress reverse their views.

The cost of the bridges will escalate because of the construction delays, but Penniman is certain the bridges will receive funds and eventually be completed. According to recent Corps estimates, replacing the Highway 169 twin-bridge would cost \$11.8 million and the Chicago & North Western \$7.8 million. Replacement cost of the Main Street bridge is estimated at \$24.9 million.

THE CONSTRUCTION delay will not pose a safety risk or any other problems for the community, Penniman said.

He said a so-called 100-yearflood, meaning a flood that

> See BRIDGE (Please turn to Page 13)

Bridge

(Continued from Page 11) would be expected to happen once every 100 years, would have to occur to cause damage to the bridges. And he said that was highly unlikely considering that the "flood of record," the 1965 flood, was only an 80-year-flood.

If anything, Penniman added, staggering construction of the three bridges should ease traffic flow.

Mankato and North Mankato officials say the construction delay will probably not harm progress on any projects those cities are considering.

While some flood control work apparently has been shelved, Penniman said other flood prevention measures will continue just about as scheduled. He said construction of a concrete flood wall and earthen levees from the Main Street bridge to several hundred feet downstream of the Dotson Company's Maple Street foundry

will begin this summer and continue for about 2½ years.

Additionally, he said right-ofway acquisition for the Chicago & North Western and Highway 169 twin bridge will continue, with only a slight delay.

with only a slight delay.

A TRIMMED-DOWN Corps budget may be reflected in the 1982 allocation for the Mankato area project. That amount is expected to be revealed around the first week in January. If the allocation isn't reduced in 1982, there's a good possibility a fund reduction would occur in the 1983 allocation. Cuts in both of those years are likely to have a rippling effect on available funds in the following years.

The last postponement is at least the second since 1976, Penniman said. At that time, he said, plans called for simultaneous construction on all three bridges in 1982. But he said environmental concerns, public hearings and other factors moved that date back a year.

STAT STATE AND FEDERAL AGENCY CONTACTS

STATE AND FEDERAL AGENCY CONTACTS

Federal Agencies

Department of the Army, Corps of Engineers Department of the Interior, Fish and Wildlife Service Department of the Interior, Bureau of Sport Fisheries and Wildlife Department of the Interior, National Park Service Department of the Interior, Heritage Conservation and Recreation Department of the Interior, Geological Survey, Water Resources Department of Commerce, Economic Development Administration Department of Agriculture, Soil Conservation Service Department of Transportation, Federal Highway Administration Department of Transportation, Federal Railroad Administration Department of Housing and Urban Development **Environmental Protection Agency** Water Resources Council, Upper Mississippi River Basin Comission Advisory Council on Historic Preservation Department of Transportation, Urban Mass Transit Administration Department of Transportation, Coast Guard

Minnesota State Agencies

Department of Transportation
Department of Natural Resources
Department of Agriculture
Department of Economic Development
Department of Public Safety
Department of Public Service
Department of Health
Historical Society
Pollution Control Agency
Water Resources Board
State Planning Agency
Environmental Quality Board
Energy Agency

RECEIVED

OCT 12 1978

EDWARDS & KELCEY

Thomas E. Wetmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, WN 55435

ë

Name of Organization/Agency Name of Person to Contact

RECEIVED

Thomas E. Wetmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435 Ţġ:

EDMARUS & KELZEN OCT 1 0 1978

Name of Person to Contact Paul B. Johnson
Senjor Engineer
Position or Title Section of Mater Supply and General Engineering Name of Organization/Agency Minnesota Department of Health Zip Code 55440 City-State Minneapolis, Minnesota Address 717 Delaware Street S.E. Telephone Number 296-5331

23p Code (15.07

Telephone Number 200

Position or Title Address

D- 01

RECEIVED SEP 27 1978

PROCESS SERVICE CONTRACTOR RECEIVED TO SERVICE TO SERVICE SERVICE SERVICES SERVICES SERVICES SERVICES SERVICES

Thomas E. Wetmort, P.E. Project Manager Edwards and Kelcey, Inc. 4940 M. 77th Street Minneapolis, MW 55435

ij

ij

Zip Code 55/0/ Name of Organization/Agency State Playman Agency Position or Title LAND USE PLANNER
Ream 180 CAPINI D. 809.
Address CAPINI D. 809. Name of Person to Contact . Jun RamstRam Telephone Number 296-2559 City-State St. Paul

Thomas E. Netmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435

RECEIVED SEP 27 1978 EDWEEDS & KELZE. Name of Organization/Agency Department of Agriculture/Division Planning Zip Code 55155 Name of Person to Contact Shirley Rutherford Position or Title Management Anglyst Address 560 State Office Building Telephone Number 612-296-1484 City-State St. Paul, MN

<u>``</u>.

OCT 4 1978 RECEIV.

EDWARDS & KELCEN

Thomas E. Wetwore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435

<u>ة</u>

Name of Organization/Agency Hibbs- Sette Pollution Califol Agrany Position or Title Water Quality Coaled inalac Zip Code 5/1/3 Name of Person to Contact Clifferd Andorsec Telephone Number 6 (2 - 296 - 7215 Address 1935 West County Rome City-State Reserved Klay Minns

RECEIVED

Thomas E. Wetmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435 To:

SEP 25 1978

COMMETTS & KELDEN

Minnesota Water Resources Board Room 206 55102 St. Payl, chimesota Executive Secretary 555 Wabasha Street Erling M. Weiberg C2. 5-76C Name of Organization/Agency Name of Person to Contact Position or Title Telephone Number City-State Address

RECEIVED

EDWARDS & KELCE

Thomas E. Metmore, P.E.
Project Manager
Edwards and Keley, Inc.
4920 W. 77th Street
Minnespolis, MW 55435

ë

Thomas E. Wetmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MM 55435 ë

SECEIVED EDWAIDS & KELES OCT 4 1978

many established to appropriate management

CONTRACTOR CONTRACTOR SOCIETA

Parades Sarabase Recession passesses much

Re ke Name of Person to Contact

Minnesota Department of Transports ion

Name of Organization/Agency Name of Person to Contact Zip Code 56001

Enkato, Minnesota

City-State Address

Telephone Number (507) 389-6351

501 South Victory Drive

Project Manager Dale M. Shaw

Position or Title

Light Hydra Prishams Condinator of Water way St. Paule King 1 tedena & Address Bivision Position or Title City-State

Telephone Number 296. 4803

4.

book podobodos boardade proposos, romanes proposos, rusas

To: Thomas E. Wetmore, P.E. Project Manager Edwards and Kelicy, Inc. 4930 W. 77th Street Minneapolis, NN SS435

RECEIVED

SEP 26 1978

Thomas E. Wetmore, P.E. Project Managar Edwards and Kelcey, Inc. 4950 W. 77th Street Minneapolis, MM 55435

ij

RECEIVED SER 25 1978 EDWARDS & KELCEY

Name of Organization/Agency Urban Mass Transportation Administration

Name of Person to Contact Thomas A. Podraza Position or Title General Engineer

Address 300 South Wacker Drive

City-State Chicago, Illinois Telephone Number 312/353-2883

Zip Code 60606

And Keicey, inc.
77th Street
11s, MN 55435

Name of Organization/Agency Economic Levelorment Administration
Name of Person to Contact Stating J. Frehaver
Position or Title Economic Development Representative

Address Room 104, Federal Building, 316 K. Robert Street

Zip Code _ 55101

Telephone Number (612) 725-7124

City-State St. Paul, Minnesota

Note: Currently neither Blue Earth County nor Micollet County are designated redevelopment areas under the Public Norks and Economic Development Act of 1955, As Amended. Therefore, public works projects in these areas are not eligible for financial assistance through the Economic Development Administration.

maril of Sen. 25, 1998.

Stone of Believe

tenolethe hot 1/25

Advisory Council on Historic Programmin 1822 K Streen VW. Washington, E. C. 20005

October 16, 1978

AND PROPERTY DESCRIPTION OF THE PROPERTY OF THE PROPERTY PROPERTY FOR THE PROPERTY OF THE PROP

RECEIVED

EDWARDS & KELCEY

Mr. Thomas 5. Wetmore, P.E. Project National Series, Inc. Edwards and Relies, Inc. 4930 W. 7722 Street Minneapolis, Minnesota 55435

Dear Mr. Ne : more:

Thank you for your letter of September 15, 1978, concerning bridge alterations for flood control along the Blue Earth River, which may affect properties included in, or that may be eligible for inclusion in, the National Register of Historic Places. The information you requested is attached.

ž We appreciate your cooperation in furnishing us with this material. will contact the Corps of Engineers regarding its responsibility to consider the impacts this project may have on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966.

Myra F. Harrison Assistant Director Office of Review and Compliance Sincerely yours,

The Comment is an independent must of the Executive Bearch of the Federal Covernment charged by the Act of October 13, 27s. is advise the Persident and Congress in the field of Historic Preservation.

Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, NN 55435 Thomas E. Wetmore, P.E.

<u>ن</u>

Advisory Council on Historic Preservation Zip Code Joseph P. Hough urban planner City-State Washington, D.C. 20005 Telephone Number 202-254-3967 1522 K Street, NW of Organization/Agency Name of Person to Contact Position or Title Address Name

: Thomas E. Netmore, P.E.	Project Manager	Edwards and Kelcey, Inc.	4930 W. 77th Street	Minneapolis, MN 55435
ö				

Name of Organization/Agency | Last Court | DEFAITIVELLT | Political File |

-453

-4654

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency 11.5.DEPT of HEUSIN/Sand UEBAN DEMORANT
Name of Person to Contact • UNILIAM MUDICATION
Position or Title ENVIEDNMENTAL CLEARANCE OFFICER
Address (PUID FRANCE ANE. So.
City-State MRB. MN. Zip Code 55435
Telephone Number 725-4734

Milliani - Mudollar

Jr. 17. 36.



DEPARTMENT OF TRANSPORTERION

7

PROPERTY TRANSPORTED FOR THE SECOND FOR THE SECOND

UNITED STATES COAST GUADD Commander (obr) Second Coast Guard RECEIVED OCT 5 1978

District 1430 Olive Street St. Louis, NO 63103

16590/MINNR/106.4 2 OCT 1978

EDWARDS & KELCEN

Edvards & Releey, Inc. 4930 West Seventy Seventh St. Mismespolis, MB 55435 Mr. Thomas E. Wetmore, P.E.

Proposed replacement and alteration of Highway 169 Bridges across Minnesota and Blue Earth Rivers; Replacement of Chicago 4 Borthwestern Transportation Bridges across Blue Earth River ä

Dear Mr. Wetmores

Please refer to your letter of 12 September 1978 concerning preparation of design memorandum number 8 for referenced project.

Blue Earth River in Blue Earth County Minnesota is not considered to be a navigable waterway of the United States for bridge administration purposes.

Minnesota River is considered to be a navigable waterway of the United States from its mouth to Big Stone Lake (Mile 329.5), but has been placed in the "advance approval" category from Mile 29.6 to Big Stone Lake (Mile 329.5). Upstream extensions of and tributaries to waterways in the advance approval category are considered to be in the same category.

The advance approval category, as set forth in Title 33, Code of Federal Regulations, Section 115.70, gives the Commandants advance approval to the location and plans of bridges to be constructed across narigable waterways or waterways navigable in law but not actually navigated other than by logs, log rafts, rowbeats, cances and small motorboats. In such cases, the clearance provided for high water stages will be considered adequate to meet the reasonable needs of navigation

The term "high water" means the maximum high water of record or the highest known stage where precise records are not available and include both headwater and backwater flooding.

Coast Guard Bridge Permit will not be required for the proposed work.

We trust that you will include in your plans measures to prevent oil spills during construction.

Section 40% of the Federal Mater Pollution Control Act Amendments of 1972 authorizes the Secretary of the Army, acting under the Chief of Engineers, to issue permits for the discharge of dredged or fill material into the navigable waterways of the United States. It is suggested that you contact the District Engineer, U.S. Army Engineer District, St. Paul, for a determination as to whether such permit is needed for the bridges that you propose.

S. W. THOROUGHAAN Chief, Bridge Branch By direction of the District Commander Sincerely,

Copy to: Coff St. Paul

Same

Commander, Second Coast Guard District (obr) Mr. Stanley THOROUGHMAN of Organization/Agency Name of Person to Contact Name

Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435 Thomas E. Wetmore, P.E.

<u>ن</u>

63103 Zip Code Chief Bridge Branch 1430 Olive Street 332-425-4607 ST. LOUIS, MO. Position or Title Telephone Number City-State Address

•

UNITED STATES COAST GUARD DEPARTMENT OF TRANSPORTATION

1

Hr. Thomas E. Wetmore, P.E. Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, NN 55435

Dear Mr. Wetmore:

This is to acknowledge your letter of 12 September 1978 concerning a contract with the St. Paul District Corps of Engineers for the preparation of Design Memorandum No. 8, Bridge Alterations for Flood Control.

I am the Commanding Officer of the U.S. Coast Guard Marine Safety Office and can act am liaison between your firm and my district office's Bridge Branch. Mr. Stanley Thoroughman, Chief of the Bridge Branch, and him staff can provide you with a list of the required reports, etc. His staff will also be reviewing any actions concerning alterations, deletions or additions to river crossing structures. A copy of your letter and enclosure has been forwarded to the Bridge Branch.

Enclosed find the completed enclosure to your letter for Mr. Thoroughman and wyself. If I may be of any further assistance, feel free to contact me.

Sincerely,

Commander, U.S. Coast Guard Commanding Officer Minneapolis/St. Paul, HN

Encl: (1) Address Sheets

Copy to: CCGD2(obr) (less encl)

B-99

Commandia, officer
U. S. Coast Guard
Marine Safety Office
P. O. Box 3428
St. Paul, MW 55165

Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, NN 55435 Thomas E. Wetmore, P.E. ë

COR, USCG, CORMIDING OFFICER Leon Z. KATCHARLAN P.O. BOX 3428 Name of Organization/Agency Name of Person to Contact Position or Title Address

U.S. CCAST GUARD

Telephone Number 612-725-7452

55165

Zip Code

ST. PAUL, Mi.

City-State

18 1434 16,1,75209 just

LOCATION ASSESSED TRANSPORT TO THE TOTAL PROPERTY OF THE PROP

RECEIVED

Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, NM 55435

Thomas E. Wetmore, P.E.

ဠ

00.15 1978 EDWARDS & KELLEY.

Suite 490, Metro Square Building, 7th & Robert St. 55101 Federal Highway Administration Zip Code Area Engineer Dennis Luhrs 725-5956 St. Paul, MN Name of Organization/Agency Name of Person to Contact Telephone Number Position or Title City-State Address

Thomas E. Wetmore, P.E. Project Manager Edwards and Kelicey, Inc. 4950 W. 77th Street Minneapolis, MN 55435 ë

Name of Organization/Agency Upper Mississippi River Basin Commission Address Room 510 Federal Bldg. Fort Snelling Twin Cities, MN 55111 Lip Code Name of Person to Contact Jeffrey P. Featherstone Position or Title Associate Program Manager 725-4690 Telephone Number City-State

CC : KIGER DAVIS



United States Department of the Interior RECEIVE.

OCT 18 1978 HERITAGE CONSERVATION AND RECREATION SERVICE LAKE CENTRAL REGION .
ANN ARBOR, MICHIGAN 48107

EDWARDS & KELCEN

October 16, 1978

Eduards and Kelcey, Inc. 4930 West Seventy-seventh Stret Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

This is in response to your request for early coordination and comment concerning the proposed project to raise a railroad bridge over the Blue Earth River and highway hidges over the Blue Earth and Minnesota Rivers in the Mankato area.

Based on the information provided and our general knowledge of the area, it appears that the project would not have significant adverse impacts on environmental resources within our area of jurisdiction and expertise. We suggest that the potential impact the project may have on cultural resources be determined by contacting the State Historic Preservation Officer (see attached list).

This comment is provided as technical assistance and does not satisfy our obligation under the National Environmental Policy Act with respect to any negative declaration or environmental impact statement which may be prepared.

Sincerely yours

Assistant Regional Director Klaviel H The

Project Manager Edwards and Kelcey, Inc. 4930 W. 77th Street Minneapolis, MN 55435 Thomas E. Wetmore, P.E. ij

10155 ydre logist Greatonica Cip Code 00014 Name of Organization/Agency 11, S. 2403019 Telephone Number 225-784/ Mires, Name of Person to Contact 202 City-State SI Paul Position or Title Room. Address

RECEIL J

EDWARDS & KELCEN OCT 10 1978

Thomas E. Wetwore, P.E. Project Manager Edwards and Keley, Inc. 4900 W. 77th Street Minneapolis, MW 55455

0

Name of Organization/Agency Name of Person to Contact

Position or Title

United States Department of the Interior

NATIONAL PARK SERVICE MIDMEST REGION 1709 JACKSON STREFT DMAMA, MEBRASKA 68102

L7421 MWR DCL

EDWARDS & RELEY

RECEIVED SEP 25 1978

Mr. Thomas E. Wetmore Characta and Kelery, inc. 4930 Mest Seventy-Seventh Street Minneapolis, Minnesota 55435

in Code

1312-384

Telephone Number

City-State 5 ---Address

Dear Mr. Wetmore:

The National Park Service has no concern or responsibility related to the bridge work in the Mankato, Minnesota,

flood control project.

Sincerely yours

<u>},</u>

B-102



DEPARTMENT OF THE ARMY ST PAUL DISTRICT CORPS OF ENGINEERS 1135 U S POST OFFICE & CUSTOM MOUSE ST PAUL MINNESOTA 55101

RECEIVED SEP 23 1918 DWARWS + NELL

21 September 1978

ATTENTON DE:
NCSCO-CCM
NCSCO-CCM
AMARTO J. RODANO
PROJECT DIRECTOR
ECHARGA and Kelcey Inc.
490 W. 77th St.

Dear Mr. Romano,

I would like to place our office on your mailing list for receipt of newsletters and announcements concerning the bridge relocation project in Mankato. Being a construction office, we sometimes lose touch with the planning and design aspects of the project, and have recently received numerous inquiries about the bridges. Looking forward to your local office opening and our association with your Representative here.

Sincerely yours,

Robert D. Campbell
Captain, Corps of Engineers
Mankato Office Engineer
Mankato, Minnesota 56001

.)

To: Thomas E. hetmore, P.E.
Project Nanager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, NN 55435

Name of Organization/Agency U.S. Environmental Protection Agency - Western District
Name of Person to Contact Clarence C. Oster
Position or Title Director
Address 7401 Lyndale Avenue South
City-State Richfield, MN Zip Code 55423
Telephone Number 861-4467

Signed

COMMENTS AND RESPONSES

COMMENTS AND RESPONSES

Commenter	Page	
U.S. Environmental Protection Agency	B-107	
U.S. Department of Commerce, General Counsel	B-108	
National Ocean Survey	B-109	
U.S. Department of the Interior	B-110	
U.S. Coast Guard	B-111	
Federal Highway Administration	B-112	
Minnesota Department of Transportation	B-113	
Minnesota Pollution Control Agency	B-114	
Minnesota Historical Society	B-118	
Minnesota Historical Society	B-120	
Minnesota Historical Society	B-122	
City of Mankato	B-123	
Milan W. Skarphol	B-124	



ENVIRONMENTAL PROTECTION AGENCY UNITED STATES REGION V

230 BOUTH DEARBORN ST. CHICAGO, ILLINOIS BOBOA

REPLY TO ATTENTION OF:

Colonel William M. Badger
District Engineer
U.S. Army Engineer District, St. Paul
1135 U.S. Post Office and Custom House
St. Paul, Minneosta 55101

Dear Colonel Badger:

(81081)

۳. ښ

We have completed our review of Design Memorandum No. 8 - Part I, Draft Supplement II to the Final Environmental Impact Statement (EIS) and the 404(b)(1) Evaluation for Relocation of the Main Street Trunk Highway 60 Bridge over the Minnesota River between Mankato and North Mankato, Minnesota dated June 1981.

We have classified the Draft Supplement II to the Final EIS as Category LO-1. Specifically, this means we have no objections to the proposed action as described in the Draft Supplement and that the document adequately sets forth the environmental impact of the proposed action, as well as alternatives reasonably available to the project.

The classification and date of our comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act.

We appreciate the opportunity to review this Draft Supplement. Please contact me at 312/886-6690 for any further matters relevant to this project.

Sincerely yours,

Barbara Taylor Back/ey, Chief Environmental impact Review Staff Office of Environmental Review

CORPS RESPONSES TO THE U.S. ENVIRONMENTAL PROTECTION AGENCY

No response required. We will keep you informed about the progress of the project and will send you a copy of the final EIS supplement.

B-107



GEMERAL COUNSEL OF THE UNITED STATES GEPARTMENT OF COMMERCE Washington, D.C. 20230

SSESSE COCCE VESSES

Colonel William W. Badger
St. Paul District, Corps of Engineers
Department of the Army
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This is in reference to the draft environmental impact statement entitled, "Flood Control, Minnesota River, Minnesota Mankato-North Mankato-Le Hillier." The enclosed comment from the National Oceanic and Atmospheric Administration is forwarded for your consideration.

Thank you for giving us an opportunity to provide this comment, which we hope will be of assistance to you. We would appreciate receiving four copies of the final environmental impact statement.

Sincerely,

人人力中立 Robert T. Miki Director of Regulatory Policy Enclosure Memo from: Robert B. Rollins
National Ocean Survey
National Oceanic and Atmospheric
Administration







UNITED STATES DEPARTEMENT OF CORPUSENCE Mational Oceanic and Atmospheric Administration NATIONAL DECAN SURVEY
FOUNIE, Md 20052

July 31, 1981

TO: PP/EC - Joyce M. Wood

FROM: 0A/C5 - Robert B. Rollins $f_{j,j}^{(r)}$

SUBJECT: DEIS 8107.03 - Flood Control, Minnesota River, Minnesota Mchkato-North Mankato-LeHillier

The subject statement has been reviewed within the areas of the National Ocean Survey's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb. or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Nr. John Spencer, Director, National Geodetic Information Center (OA/CIS) or Mr. Charles Novak, Chief, Network Maintenance Branch (OA/CIP2), at 6001 Executive Boulevard, Rockville, Maryland 20852.

CORPS RESPONSES TO THE U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL OCEAN SURVEY

Comment noted. The effects on any NOS monument will be determined during the design study, and NOS will be notified before any action that would affect survey monuments.

OPPICE OF THE SECRETARY

シーン

NORTH CENTRAL REGION

ER 81/1336

August 25, 1981

Colonel, Corps of Engineers Army Corps of Engineers William W. Badger

1135 U.S. Post Office and Custem House St. Paul, Minnesota 55101

Dear Colonel Badger:

This provides Department of the Interior comments on the Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement It to the Final Environmental Impact Statement for Bridge Relocations, Main Street Trunk Highway 60 Bridge over the Minnesota River between Mankato and North Mankato.

tpate any significant impacts to those resources within our areas
of jurisdiction and special expertise. Appropriate erosion control measures will aid in minimizing the unavoidable impacts to project. The measures Alscussed in the document to avoid mossible problems with sediments confaminated with heavy motals appear the adultic habitat in and adjacent to the river, and seeding or sodding disturbed areas after the construction is completed will help replace the vegetation that will be disturbed during the project. The measures discussed in the document to avoid possio Due to the highly urbanized nature of the area, we do not antic-

These comments are part of the continuing coordination process between our agencies mandated by the Fish and Wildlife Coordination Act (48 Stat. 401, as amended, 16 USC 661 et. seq.). "He have been consulted on all previous aspects of this project and through that consultation, coupliance has occurred to this date.

Sincerely yours,

Sheila Minor Buff Regional Environmental Officer Shir min Ship

of poposition and electric popositions was a second managed and reserve

CORPS RESPONSES TO THE U.S. DEPARTMENT OF THE INTERIOR

TO CONTRACTOR OF THE PROPERTY OF THE PROPERTY

All disturbed construction sites would be seeded or sodded to help control erosion, if appropriate.



UNITED STATES COAST GUARD DEPARTMENT OF TRANSPORTATION

MAILING ADDRESS, COMMANDER (ODT)
SECOND COAST GUADD DISTRICT
1930 QUITE STREET
ST. LOUIS, MO 63183 Tel. 314-425-4607 FTS 279-4607 16591.3/MinnesotaR 5 May 1981

From:

Commander, Second Coast Guard District District Engineer, U. S. Army Corps of Engineers, St. Paul District, St. Paul, Minnesota AITN: NCSED-ER ij

(Main Street) over the Minnesota River at Mankato, Minnesota Proposed Reconstruction Minnesota Trunk Highway 60 Bridge Subj:

CCD2(obr) ltr dtd 2 Oct 78, Subj: Proposed replacement and alteration of Highway 169 Exidges across Minnesota Kiver and Blue Earth River; Replacement of Chicago & Northwestern Transportation Bridges across Blue Earth River (a) CC(2)2(obr) ltr dtd 2 Oct 78, Ref:

(b) Telcon on 28 Apr 81, Messrs. David Miller & B. J. Flahart

the plans for reconstructing the Main Street Bridge in Mankato, Minnesota Reference (a) furnished this Command's comments on Design Memo-randum 8 for the referenced project but failed to specifically address

to be constructed across navigable waterways or waterways navigable—in-law but not actually navigated other than by logs, log rafts, rowboats, canoes and small motorboats. In such cases, the clearances provided for high water stages will be considered adequate to meet the reasonable Minnesota River has been placed the the "advance approval" category from Mile 29.6 to Big Stone Lake. The advance approval category, as set forth in Title 33, Code of Federal Regulations, Section 115.70, gives the Commandant's advance approval to the location and plans for bridges This will confirm the information furnished in reference (b). needs of navigation.

3. Accordingly, a Coast Guard Bridge Permit will not be required for reconstructing the Main Street Bridge. Please contact me or Mr. B. J. Flahart (FIS 279-4607) if we can be of further assistance in advancing

By direction of the District Commander Chief, Bridge Branch Second Coast Guard District S. W. THOROUGHMAN

CORPS RESPONSES TO THE U.S. DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD

No response required. We will keep you informed about the progress of the project and will send you a copy of the final EIS supplement.

B-111



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

REGION S 16208 DIXIE HIGHWAY HOMEWOOD, ELLINOIS 60430

August 4, 1981

M REPLY ARPER TO.
HEP-05

District Engineer St. Paul District, Corps of Engineers 1135 U.S. Post Office and Customs House St. Paul, Minnesota 55101

Dear Sir:

The draft supplement for the flood protection project - Mankato, North Mankato and LeHillier, Minnesota has been reviewed and we offer the following minor comments for your consideration in developing the final EIS.

The reference to Plate A-14 in the 5th sentence of paragraph 160 on page 55 and the 1st sentence of paragraph 1/1 on page 57 should be changed to Plate A-16.

Mass Hunder Hunder A. Walsh Aministrator for Planning and Program Development

· _ ·

CORPS RESPONSES TO THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

No response required. This comment on Plate A-14 refers to the Location Study distributed with the draft EIS supplement rather than to the EIS supplement. We will keep you informed about the progress of the project and will send you a copy of the final EIS supplement.



141y 21, 1981

MINNESOTA DEPARTMENT OF TRANSPORTATION

DISTRICT 7

SOT SO. VICTORY DRIVE MANKATO, MINNESOTA 56001 (507) 368-615(

District Engineer
St. Paul District - Corps of Engineers
Department of the Army
135 V. S. Post Office & Custom House
St. Paul, Hinnesota 55101

In reply refer to: 317
Fucial Hearing on Design Memorandum
To. 8 - Part [(Location Study) and
for Supplement II to the Final EIS
for Bridge Relocations
Tain Street (T. H. 60) Bridge over
Tinnesota Biver between Mankato and
Torth Mankato - S. P. 0701-08 & 512-06

Dear Col. Badger:

The Ninnescta Department of Transportation has reviewed the various alternates for the relocation of the Main Street Bridge and supports the Corps of Engineers position that Alternate ICA (Belgrade-Mulberry) is preferred as the tentatively selected plan.

Interesting of the review assures us that Alternate ICA can be more simplemently maintained because it is compatible with the trunk highway systems that presently exists in Mankato and North Mankato. This fill make definitely meets our design standards for the safe and efficient remains of traffic based on traffic predictions through the design of the based on traffic predictions through the design fill because that ICM is more compafied the fill is more energy efficient, an important consideration for years to come.

Sincerely,

Dicya D. Delson, P. E.

CORPS RESPONSES TO THE MINNESOTA DEPARTMENT OF TRANSPORTATION

Subsequent coordination has shown that your department also supports Alternative ICC, which is now the selected alternative. This alternative is more acceptable from a safety and efficiency standpoint and meets the design standards of the department.

ALLEGOOD IN SALES

AN EQUAL OPPORTUNITY EMPLOYER

() (h)

THE STATE OF THE S

August 31, 1981

U.S. Army Corps of Engineers 1135 U.S. Post Office & Custom House St. Paul, Minnesota 55101 Colonel William K. Badger District Engineer

Dear Colonel Badger:

This letter is in reference to the Corps Design Memorandum Number 8, Part I (Location Study) and Draft Supplement II To the Final Environmental Impact Stateme. for Bridge Relocations, Main Street Trunk Highway 60 Bridge Over The Minnesota River Between Mankato and North Mankato.

The Minnesota Pollution Control Agency (MPCA) staff has reviewed the above mentioned document and has several comments to offer. Noise and air quality comments are specifically based on the selected alternative. Mater quality and solid and hazardous waste comments apply to all alternatives.

With respect to water quality:

1. The MPCA Division of Water Quality Permits Section is responsible for certification under Section 401 of the Clean Water Act of 1977. In addition, the MPCA regulates the discharge of dredged or fill material through the State Disposal System (SDS) Program. (If the Corps fulfills the requirements of Section 404 (r) of the Clean Water Act, it is possible the MPCA approval might not be necessary.)

The excavation, disposal and fill of State waters could be subject to MPCA regulation and should be coordinated with the Permits Section. Chemical analysis of the sediment in the project area indicates that there are relatively polluted, as well as unpolluted, sections of the river. The PCB's and metals found in the sediments indicate that the sediments may be potentially polluting. Specific use of this material should be coordinated with the MPCA.

1935 West County Road 92, Roseville, Minnesota #511 Propora Offices. Suring Barrers Derror Lakes Margin Equal Opportunit, Emptioner Phone 296-7301

ないできない。 これをおける こくない アンシング 国際なるなどの アンドンシング 「国際などない」の「国際などのは、「国際などのは、「国際などのは、「国際などのは、「のは、「のは、「のは、「のは、

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

- The Corps of Engineers is not seeking congressional approval under Sec-n-404(r). The Corps will apply for State certification. tion 404(r).
- Transportation. HNDOT will also prepare the plans and specifications for the bridges. Any material excavated below the high water line would be placed in upland landfills rather than in the floodplain. The project will continue to be coordinated with the MPCA. 2. The contractor for this project will be the Minnesota Department of

B-114

Colonel William W. Badger page 2 2. Dewatering of coffer dams and other discharges may require MPCA permits. MPCA Water Quality Permits Section policy allows the transfer of waters of the State without a permit. If dewatering is conducted by well points or other methods where the discharge is relatively unaffected by construction activity, a permit may not be required. However, if water quality or ground water problems arise because discharged waters are affected by construction activities or for other reasons, a permit may be required.

With respect to noise:

The supplement II noise assessment is in sufficient detail to conclude that noise impacts from the selected proposal are significant in some areas and generally adverse for most of the project length. The assessment indicates the new elevated, higher capacity bridge will add to existing community moise levels which are already over the State Moise Standards in areas. In some areas, the noise increase is substantial; as much as 10 dBA, which is a doubling of noise levels.

As many as 239 sites (see Table E, page EIS-42) will experience noise levels under the selected alternative (ICA) which exceed State daytime standards. Almost as many (232) will experience unacceptable nighttime noise levels. The Corps should discuss the effectiveness of abatement measures such as quieter bituminous surfacing, speed reduction, and protective walls or mounds, as well as sound insulation for the residences and businesses most affected. A more positive commitment to noise protection must be taken.

Finally, the MPCA recommends, as we did in our comments on the Mankato-North Mankato-LeHillier portion of this project, that the community make an effort to address noise problems irrespective of the proposed project.

With respect to air quality:

- The Corps has correctly stated that no Indirect Source Permit is needed, based on the traffic projections.
- The carbon monoxide (CO) assessment is sufficient to determine there will be no adverse CO impacts due to the change in traffic patterns and increased traffic volumes.
- 3. The MPCA suggests that the Corps take into consideration the fact that certain bridge construction activities (demolition, excavation and fill material, sand blasting, gravel haul roads) may generate excessive dust. The Corps should describe the measures which contractors will be required to use to comply with Minnesota Rule 6: Preventing Particulate Matter from Becoming Airborne, a copy of which is attached.

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

- 3. Actual construction procedures have not yet been determined for the profect. We anticipate that well points or similar methods would be used to discharge water and that construction wastes would be kept separate from seepage water. More detailed information concerning dewatering will be developed when we apply for the State certification.
- 4. Part of the increase in noise levels would result from the increase in future vehicle traffic with or without the project. Some recommendations such as eliminating truck traffic on certain streets would reduce noise levels. The use of noise barriers was investigated but all of the barriers were either judged ineffective or physically impossible to construct.
- 5. The Minnesota Department of Transportation will be the contractor for the project. MNDOT will be required to comply with State regulations and guidelines for construction activities. Activities used to control dust are rather limited, but every practical measure would be used.

B-115

Colonel William W. Badger page 3 With respect to solid waste and hazardous waste:

1. All demolition material must be taken to a demolition landfill site which has been approved by the MPCA Division of Solid and Hazardous Waste. The Division does not encourage the disposal of nonputrescible materials in sanitary landfills. Sites specifically approved for demolition material should be used.

 Materials may be salvaged from the bridge but not for the purpose of fill or shore protection unless this use has been specifically approved by the MPCA.

Thank you for the opportunity to review your report.

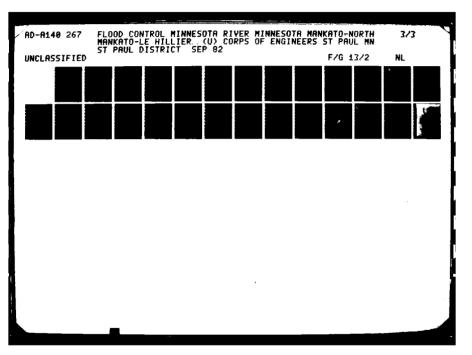
Sincerely,

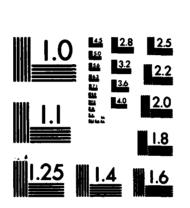
Louis J. Breimhurst Executive Director

Attachment

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

 Approved demolitiv. landfill sites would be used for disposal of demolition material. If any other uses are considered, they would be coordinated with the MPCA.





The state of the s

MICROCOPY RESOLUTION TEST CHART NATIONAL BUREAU-OF STANDARDS-1963-A THE VOLCEO PERSONAL REPORT OF THE PROPERTY OF

3

CILAFTER SIX: AFC 6

APC 6 Preventing Perticulate Matter from Becoming Abelionse (a) No person shall cause or permit the handling, use, transporting, or storage of any material in a manual which may allow avoidable amounts of particulate mater to become air-beats.

[July 7, 1969]

gente vitestica kandida. Vandida establica kandida kandida kandida kandida kandida kandida kandida kandida kandi



OUNDED IN 1849

MINNESOTA HISTORICAL SOCIETY 80 Cade Street, St. Paul, MANAGOS STREET STREET 80 Cade Street, St. Paul, MANAGOS STREET 80 Cade Street, St. Paul, MANAGOS STREET 80 Cade Street, St. Paul, MANAGOS STREET 80 Cade Street

16 December 1981

St. Paul District, Corps of Engineers 1135 U.S. Post Office & Custom House Chief Environmental Resources Branch Engineering Division DEPARTHENT OF THE ARM St. Paul, 104 55101 fr. Robert F. Post

Dear Mr. Post:

In Mankato and North Mankato Blue Earth and Micollet Countles WHS Referral File Number: K 320 Flood Control Project ä

This letter is in response to your letter requesting our comments on various structures that are under consideration for removal. After reviewing your list of structures for the Main Street Alternative al.A. and T.H. 169 Alternative LG. it is our opinion that none of the structures noted are eligible for inclusion on the National Register of Historic Places. With respect to the Chicago and Morthwestern Railroad Bridges, after further careful consideration, it is our opinion that these structures also are not eligible for inclusion on the Mational Register. In the course of this review, it has come to our attention that there are several properties that are listed on the National Register in fairly close proximity to the structures being removed. These include the North Front Street Commercial District, the Habbard Mill (which has been determined ellaible), the Union Depot, the Mankato Philis Library and Reading Boom, and the Clapman Bouse. Consequently, we are interested in the evaluation of the potential impact (either direct or indirect) that this project will have on these Mational Register Sites. If you need more information on the sites and their locations, plaase do not heaitste to contact Dennia Gimmestad, Acting Assistant State Historic Preservation Office, 240 Summit Avenue, St. Paul, MH 55102, 296-9070.

Thank you for your attention to this matter.

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

10 Pebruary 1982 PPUTZEMBEUTER/bq/7854

N. C. S. S.

Ette Biscorie Preservation Office Minesota Bistorical Society Building 25, Fort Suelling Et. Paul, Minesota 55111 Hr. Russell W. Fridley

Dear Mr. Fridley:

Thank you for your 16 December 1981 letter regarding impacts to standing structures in Hankato, Himmsoca (NBS Referral File Number K120). We appreciate your concerns about possible direct or indirect impacts to Hational Register sites from the proposed Thi69 and Nain Street Bridge replacements. We hope that the following information will help alleviate any concerns you may have.

Your latter mentions the following Mational Register sites in Mankato that may be impacted by the project: the Nashard Mill, the Union Depot, the Hankato Public Library and Reading Rosm, the Chapman House, and the Korth Front Street Commercial District. As you can see from the inclosed drawings of the proposed alignments for the him Street British Stridge (Flates A-5 and A-6), none of these attes will be directly impacted by the proposed project. In addition, the binducto Public Library and Reading Rosm, the Union Depot, the Habbard Mill (Plates A-6), and the Chapman House (Flates A-5) will not be indirectly impacted because they are located a distance from the project.

The jorth Front Street Communical District (Plate A-0), which is in proximity to the proposed hain Street Bridge replacement, will not be directly impacted. We also feel that there will be no indirect impacts from physical, wishelf, traffic, noise, or pollution factors. The destrict will experience increased truck traffic, noise also decreased car traffic so that the overall projected traffic wolves the allows than at present. There will sit be projected increased traffic but no lower than at present. There will still be below acceptable matical lawels. The concrete black building directly across from the district an election lawels. The concrete black building directly across from the district. In addition, the bridge itself will be designed to black with the surrounding earlernesses of Humbato. Consequently, although the new bridge will be seen from the district, it will not decree from the bistoric character of the district.

Therefore, we feel that the proposed replacements of the Main Street and IRL69 Bridges will have no effect, either direct or indirect, on any National Rapiater site or district in Maskate.

ir. Robert F. Post 6 December 1961 Sincerely,

man A Grands

(* Russell W. Pridley State Ristoric Preservation Officer

70/20

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

0

MCSID-ZR Mr. Russell W. Pridley

10 Pabruary 1962

If you have any questions, please do not hesitate to contact in. Terry Flutaenrenter at 725-7854. Thank you again for your concern in this matter.

Sincerely,

I Incl

ROBERT F. POST Chief, Environmental Resources Bra Engineering Division



MINNESOTA HISTORICAL SOCIETY

690 Cndar Street, St. Paul, Mannesola 55101 - 612-296-2747

5 Karch 1982

Mr. Robert F. Post Chief, Environmental Resources Branch Engineering Division Department of the Army St. Paul District, Corps of Engineers 1135 U.S. Post Office & Custom House

Dear Mr. Post:

St. Paul, Minnesota 55101

RE: MCSED-ER Flood Control Project Flood Control Mankato Blue Earth and Micollet Counties, MN

MGS Referral File Number: K 320

Thank you for your letter of 10 February in which you discuss the impacts of the above referenced project on standing structure properties listed on or eligible for listing on the National Register.

B-120

It is our opinion that a thorough effort has been made to identify all standing structure National Register sites in the area of the proposed project. We would concur that there will be no effect on the following National Register properties: Mankato Public Library and Reading Nom. 120 South Broad, Manhato; the Irving Boues, 320 Park Lane, Mankato; the Schadd House (TMCA), 111 Park Lane, Mankato; and the Chapman Bouse, 418 McCaulsy, South Bend Township. Because of the proximatey of the propaged bridge and/or roadway construction, however, we beliave that there will be an effect on the North Front Street Commarcial District, 301-415 North Front Street Commarcial District, Street, Mankato; and the Bubbard Mill, North Front Street, (which we beliave at a sigilale). It does not appear that the effect on these latter properties will be severe enough to be adverse, but we would welcome the opportunity to participate further in the planning process.

We should note that our evaluation of effect on archaeological resources will be supplied at a later date.

Founded 1849 . The oldest institution in the state



Libert Patrician Indiana Indiana

The first state of the first of the state of

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

A. C. A. A. A. A.

The St. Paul District, Corps of Engineers, has determined that there will be no effect on these properties. This EIS supplement reflects this determination.

Mr. Robert Post - page 2

5 March 1982

If you have any questions, please do not hesitate to contact Dennis Gimmestad, Acting Assistant State Mistoric Preservation Officer, Building 25, Fort Snalling, St. Paul, MN 55111, phone 726-1171,

Sincerely,

A Chun to A Chun to A Russell W. Fridley
Size Historic Preservation Officer

PLT / f.

cc: C.P. Kachelmyer
Preliminary Design Engineer
Room 604 - Transportation Bldg.
St. Paul, MN 55155



MINNESOTA HISTORICAL SOCIETY

OUNDED IN 1844

680 Cedar Sineri. St. Paul, Minnesola 35107 • 1612) 296+1.

10 June 1982

1135 U.S. Post Office & Custom House St. Paul, Minnesota 55101 Mr. Wayne Knott Corps of Engineer

Dear Mr. Knott:

Proposed Highway 60 and 169 Bridge Alterations. Flood Control Project Blue Earth & Nicollet Countles, Mr. in Mankato, North Mankato, and Le Hillier 끭

Mis Referral File Number: K 320

Thank you for the copy of the above referenced report. We have reviewed the work and recommendations and feel that the work was performed utilizing the highest standards of professional guidelines. The work performed appears to adequately provide the information necessary to document the existence of any sites.

After careful review of the recommendations on pp. 66-68 has been undertaken. We concur with the recommendations relating to site 21 BE 63. With regard to the potential for presently inaccessible archaeological materials to be present in the 19th Century townsite area, we feel that some provision should be made for the review and/or recovery of this date. This review can best be headled through the construction contract provisions. These provisions should be coordinated through the Minnsons Trunk Highway archaeologist and reviewed by this office prior to letting the contract.

Thank you for your participation in this important effort to identify and preserve Minnesota's cultural resources.

Sincerely,

Angussell W. Pridley State Historic Preservation Officer

Bun A Ginta

R.F/fr

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

Sand Sand

- 1. This site is discussed in Supplement II-A (TN 169/60 bridge).
- 2. We concur. Please refer to p. 42, paragraph 5.77 of this supplement.

B-122



MANKATO

CONCRETE STATES TO STATES



202 East Jackson Street Box 3368 (7) Manhato, MN 56001 Phone (507) 625-3161

August 10, 1981

Mr. Robert Penniman U.S. Corps of Engineers 1217 U.S. Post Office

& Custom House

E: Main Street Bridge Hearing St. Paul, Minnesota 55101

Dear Mr. Penniman:

There are some areas of concern which the City of Mankato would like to make a part of the public hearing record on the Main Street Bridge Relocation.

The consultant's recommendation for alternate ICA, which is the preferred alternative as expressed by the consultant and evidently adopted by the Corps of Engineers, requires elimination of truck traffic on Fourth and Broad Streets. These routes are State Aid routes and were constructed with assistance from State Aid funds. One of the policies of the State Aid committee is that all State Aid streets must be available for all traffic including truck traffic. The City of Mankato would lose State Aid funds on these streets unless we can secure a walver from the Minnesota Department of Iransportation. It is requested that the consultant pursue these requests in finalizing the public hearing reports.

The City of Hankato has a policy which requires the undergrounding of overhead utilities through the CBD area when a portion of the the utility is grounded during construction in or adjacent to the CBD. We find no reference to this undergrounding of the Northern States Power Company's lines in the alley between Second and Broad. The limits of undergrounding would be from Mulherry to Cherry. We find no mention of this throughout the documentation we reviewed.

If you have any questions relating to the above, please advise.

Stricerely

William A. Bassett

Cfty Lanager Mankato is an allimative iction, equal opportunity employer.

ρĵ

CORPS RESPONSES TO THE CITY OF MANKATO

- Elimination of truck traffic on Pourth and Broad Streets was the consultant's recommendation. Final approval of this recommendation or a request for a usiver from the Minnesota Department of Transportation is the responsibility of the
- This area of concern is outside of the project limits of construction and therefore does not fall within Corps responsibility.

July 29, 1981

Colonel William M. Badger U.S. Army Engineer District, St. Paul 1135 U.S. Post Office and Custom House St. Paul, Minnesota 55101 RE: Bridge Relocation Main Street and Trunk Highway 60 Mankato, Minnesota

Dear Colonel:

In regard to the Belgrade to Mulberry Bridge, the church (Grace Lutheran Church) of which I am a member will be more accessible from North Mankato and will be more visible to the public at its location on the corner of Fourth and Main Streets. I have one concern, because of the loss of street parking (Fourth and Mulberry Streets) I would like to see access across Mulberry at the alley between Broad and Fourth Streets. This would allow church members easier access to parking at Union School at the corner of Mulberry and Broad Streets on Sunday morning would be a low use time for the bridge so this should not create a traffic problem. Thank you for your consideration in this matter.

Milan W. Skarphol 329 Van Brunt Hankato, Hinnesota 56001

CORPS RESPONSES TO MILAN W. SKARPHOL

THE SHOOT PRODUCT OF THE SHOP WITH SHOP THE SHOP WAS A SHOP THE SH

The access that you propose would interfere with the proposed road modifications and create safety problems and therefore is not considered feasible. Your letter will become part of the official record but any other modifications to improve church access would be a city responsibility.



APPENDIX C

GLOSSARY OF TERMS

- 1. Standard Project Flood (SPF): The highest water surface resulting from the most severe possible flood that can reasonably occur under the most severe hydrological and climatic conditions.
- 2. Design Memorandum No. 8 Part I (Location Study) and Draft
 Supplement II to the Final Environmental Impact Statement consists of
 three volumes: One volume for the TH 169/60 over the Blue Earth River,
 one for the Chicago and North Western Transportation Company (CNW)
 bridge over the Blue Earth River, and one for the TH 60 (Main Street)
 bridge over the Minnesota River.
- 3. Freeboard: The difference in elevation between the highest water surface and top of flood barrier; or in the case of a bridge -- the lowest member of the bridge should clear the design flood stage (usually by three feet) or the highest water surface, for the passage of ice and debris.
- 4. \underline{dBA} : A unit for measuring the volume of a sound. Sound is measured in units of decibels (db) or more commonly in units of dBA. The "A" weighted scale, found to compare well with human reaction to sound and noise annoyances. An L_{10} represents the noise measurement that is exceeded 10% of the time; L_{50} -- 50% of the time.
- 5. Standard Metropolitan Statistical Area (SMSA): A U.S. Census statistical area comprised of a county containing a city of 50,000 or more, plus any contiguous socially and economically related counties. The concept of an SMSA is to present census-related statistical data.
- 6. Pasquall-Gifford Stability Classification (SC): A measure of the hydrostatic equilibrium of the atmosphere. Stability can be classified into groups denoted by letters of the alphabet. Class D refers to neutral conditions, A-C to unstable, and E-F to stable. Pollutant dispersion is increasingly greater as the stability decreases (i.e., from F toward A).

FLOOD CONTROL

MINNESOTA RIVER, MINNESOTA

MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

MAIN STREET,

TRUNK HIGHWAY 60 BRIDGE

OVER THE MINNESOTA RIVER BETWEEN

MANKATO AND NORTH MANKATO

APPENDIX D

Mn/DOT AND FHWA LETTERS (ALTERNATIVE 1DA)

TABLE OF CONTENTS

Minnesota Department of Transportation Correspondence, November 6, 1980

Federal Highway Administration Correspondence, December 12, 1980



A STATE OF THE STA

MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING

ST. PAUL. MN 55155

Office of Commissioner
November 6, 1980

612-296-3000

Colonel William Badger, District Engineer St. Paul District, Corps of Engineers 1135 U. S. Post Office & Custom House St. Paul, Minnesota 55101

In reply refer to: 317
Mankato-North Mankato Flood Control Project
Replacing the Main Street (T. H. 60) Bridge
over the Minnesota River between Mankato
and North Mankato. Review of Alternates ICA and IDA
S. P. 0701-08 & 5212-05

Dear Colonel Badger:

At a meeting of Corps of Engineers, Edwards & Kelcey, Federal Highway Administration (FHWA) and Minnesota Department of Transportation (Mn/DOT) personnel, alternate 1DA, replacement of the Main Street (T.H. 60) bridge over the Minnesota River, was reviewed. meeting, both FHWA and Mn/DOT personnel expressed concern about the steep grades and turning movements on steep grades for alternate 1DA (4.60% for 1DA vs. 3.20% for alternate 1CA at the intersection of northbound T.H. 169 ramps and 4.64% for 1DA vs. 4.00% for 1CA on approach to Mulberry Street and Second Street) and the design year level of service provided by alternate 1DA at the intersection of Belgrade Avenue and T.H. 169 southbound ramps (level "D" for 1DA and level "C" for ICA). The Corps of Engineers asked us to define our policy on steep grades and level of service and address ER 1180-1-1 (Corps of Engineers), which states in part, that "the State should be required to show, at the very least, that the higher design criteria have been or are being maintained on comparable roads."

We have reviewed our primary design guidelines, which are the Mn/DOT design manuals and the American Association of State Highway and Transportation Officials, formerly American Association of State Highway Officials, publications "A Policy on Design of Urban Highways and Arterial Streets", 1973, and "A Policy of Geometric Design of Highways and Streets" review draft #2, December 1979. We feel that 4.60% and 4.64% grades of alternate 1DA are excessive and do not meet the design guidelines for urban design with a large number of turning movements. The 3.20% and 4.00% grades of alternate 1CA are steep, but we find them to be acceptable for this location.

The Mn/DOT road design manual guidelines for vertical alignment, "maximum grades" is as follows:

1. Maximum grade controls for various design speeds for two-lane main highways are shown in Table A 5-291.221. Secondary highways may be about 2 percent steeper. The desired maximum for freeways and expressways is 3 percent.

AN EQUAL OPPORTUNITY EMPLOYER



November 6, 1980 Col. William Badger page 2

2. Use of maximum grades is not considered to be standard practice. They may be used only in extreme cases and must be fully justified in writing to the Road Design Engineer.

A copy of Table A-5-291.221 is attached as exhibit "A".

"A Policy on Geometric Design of Highways and Streets", review draft #2, December 1979, copyright 1979, by the American Association of State Highway and Transportation Officials, indicates that every atempt should be made to design and build as flat of grade as possible. Several excerpts from draft #2 are attached as exhibit "B" to this letter.

The Mn/DOT and AASHTO manuals provide the guidelines for the design engineer. They will give the engineer the necessary flexibility to provide the best possible design using the parameters of each given situation. The need for good engineering judgement in the design of a roadway is indicated by (a) the foreward to the Mn/DOT Road Design Manual which states:

The manual is not designed as, nor does it establish, a legal standard. It is published solely for the information and guidance of Highway Department employees, and is not intended to be used as a substitute for engineering judgement.

and (b) the preface to "A Policy on Design of Urban Highways and Arterial Streets", AASHO, 1973, which states:

Design policies such as this present working control and design values that have been judged to be proper for national application. In some cases they necesarily are presented as "minimum" values; in other instances, higher "desirable" values also are given. emphasized that "good" design will not necessarily result from direct use of the policy values. segment of highway that will be truly efficient and safe in operation, be well fitted to the terrain and other site controls and be acceptably amendable to the community environment it must be a carefully tailormade design for the unique set of conditions along that Also it must e a consistent part of a considerable length of highway, without noticeable Such designs are not always attained by putting together certain sets of "book" values pronounced to be suitable. While all designs should satisfy the minimum values, they should be made to values as high as commensurate with conditions. at or near the minimums should be used in design only where the use of higher values will result in excessive November 6, 1980 Col. William Badger page 3

cost or otherwise unacceptable conditions. In determination of all geometric features, including right-of-way, a generous factor of safety should be employed and unquestioned adequacy should be the criterion. Highways being provided today must be planned and designed for future, not the present, traffic volumes and operating norms. Under urban conditions, the ability to fully predict future traffic volumes has been at best uncomfortable, which further suggests use of good factors above minimum. With a design approach that broadly reflects these features, non-routine but thoughtful application of the contents of this Policy will result in high quality transportation and community service for many years ahead.

The Minnesota Department of Transportation has attempted to provide the best level of service and the flattest grades in the Mankato area. There are two highway crossings of the Minnesota River in Mankato, in addition to the Main Street bridge. We also have reviewed the vertical alignment of forty bridges in the Mankato area.

T.H. 169 and 60 cross the Minnesota River and railroad tracks southwesterly (upstream) of the Main Street bridge. The bridge has a 1.35 percent grade. The southerly approach has a flatter 0.10 percent grade and the northerly approach has a 0.05 percent downgrade for the northbound through traffic and a short section of 5.0% upgrade for the through southbound traffic. The vertical alignment is controlled by the clearance over the railroad tracks, the river, and the roadway interchanges at both ends of the bridge.

T.H. 14 crosses the Minnesota River northerly (downstream) of the Main Street Bridge. The bridge has a 1.61 percent grade. The westerly approach is controlled by a 4.14 percent grade as it traverses down the high bluff, then a 1.03 percent grade at the intersection of T.H. 169 just west of the bridge. The 1.61 percent grade of the easterly approach is controlled by the clearance over the railroad and an eight foot deep cut through the rock outcropping.

The forty bridges that are on the trunk highway system, carrying either highway or local traffic and are within fifteen miles of Mankato were checked for vertical alignment (See exhibit D for location of bridges). Of the forty bridges, only one bridge had a grade steeper than 4 percent. That one bridge is located on T.H. 99 at the southwest edge of St. Peter and carries highway traffic over the railroad. The bridge was built in 1948 and vertical alignment was controlled by the steep hill (Minnesota River valley bluff) and the railroad tracks. When designed, T.H. 99 entered St. Peter without a stop condition. Since then, T.H. 169 has been re-routed and an at-grade interchange was placed at the base of the hill. T.H. 99 is a low volume, local user road.

November 6, 1980 Col. William Badger Page 4

The design level of service used by Mn/DOT is described in the book "A Policy on Design Urban Highways and Arterial Streets", 1973, American Association of State Highway Officials, on page 27. The quide for selection of design levels of service indicates a level of service of "C" for all urban and suburban areas, except signalized intersections on principal arterials which should be level "B". See attached exhibit "C", table A-5. The design level of service is based on the 20 year projected traffic analysis. Edwards and Kelcey, Inc. report dated July 3, 1980, indicates that alternate 1DA would operate at a "C" level of service until 1995 and at "D" from then until 2006 at which time it would fall into the "E" level, while alternate ICA provides a level of service "C" until 2006 and level "D" until 2016. Mn/DOT finds alternate 1DA unacceptable since it does not meet our guidelines for level of service in the year of 2000.

Weather conditions in the Mankato area are such that bridges and interchanges become very slippery due to frost, rain, sleet, ice, and snow from October to April. Although Mn/DOT maintenance forces can control these slippery conditions most of the time with de-icing chemicals, the people of Minnesota and the State Legislators have been very critical of the amount of chemicals used by Mn/DOT on roads and bridges. Every effort is being made to reduce the amount of chemicals used.

Based on design guidelines, past engineering design practices, sound engineering judgement, and a detailed analysis as presented in the preceeding paragraphs, Mn/DOT finds the alternate 1DA design concept unacceptable and we recommend the design and construction of the alternate ICA design concept. We consider the construction of Alternate ICA to be a sound investment of federal funds that will return dividends to the taxpayers in future years.

This design has been reviewed with the Federal Highway Administration and they concur with our recommendations. A copy of this letter is being forwarded to them for their formal review and comment.

Sincerely,

Richard P. Braun

Commissioner

William Lake, Federal Highway Administration



5-291.220 VERTICAL ALINEMENT

5-291.221 GRADES

A. General

A grade line is a reference line used to establish elevations in the construction of roadways. It is controlled mainly by topography, type of highway, sight distance, soils conditions, drainage, aesthetics and requirements of the affected communities.

The relation of grades and their lengths to design speed is an important consideration in the design of highways. The effect of grades on truck speeds is much more pronounced than that on speeds for passenger cars. Charts showing the deceleration and acceleration of trucks on grades are shown in Fig. B & C 5-291.273. These charts serve as a valuable design guide in evaluating the effect of mucks on traffic operations for a given set of profile conditions. For instance, a truck beginning a 6 percent grade at 30 mph will be traveling about 8 mph at the end of a 1000 foot long climb.

B. Maximum Chades

- 1. Maximum grade controls for various design speeds for two-lane main highways are shown in Table A 5-291.221. Secondary highways may be about 2 percent steeper. The desired maximum for freeways and expressways is 3 percent.
- 2. Use of maximum grades is not considered to be standard practice. They may be used only in extreme cases and must be fully justified in writing to the Road Design Engineer.

C. Minimum Grades

Flat grades on pavement without curbs are not objectionable, since the transverse slope on the pavement crown has minimum downgrade of 1% and the shoulder slopes from -1% to -6%. On curbed pavements the minimum cross slope is usually 0.5 percent; however, in urban areas minimum cross slopes as flat as 0.25% may have to be used to meet existing features. Wherever possible, grades should be sufficiently steep to prevent ponding of water along the gutters.

MAXIMUM GRADES

Type of	Design Speed, mph						· · · · · · · · · · · · · · · · · · ·	
Topography	30	40	50	60	65	70	75	80
Flat Rolling Mountainous	6% 7% 9%	5% 6% 8%	4% 5% 7%	3% 4% 6%	3% 4% 6%	3% 4% 5%	3% 4%	3% 4%

Table A 5-291.221

D. Critical Lengths of Grade

- 1. The above term is used to indicate the maximum length of ascending grade upon which a truck can operate without an unreasonable reduction in speed. If this length is exceeded a truck climbing lane should be considered. See 5-291.273.
- 2. Critical lengths of grade for use in design may be obtained from Fig. A 5-291,221. For ordinary design purposes the 15 mph-speed-reduction curve should be used.
- 3. If descending grades are sufficient to cause trucks to gear down, their low speeds on a road may be hazardous and a truck lane should be considered.

4. Examples

፝፞ቝ፞፞፞<u>ዀዀዀዀዀዀዀዀዀዀዀዀዀዀ</u>

a. Determine the critical length of grade having a level approach grade to a 4 percent grade using Fig. A 5-291.221. Direct reading on the 15-mph line where it intersects the 4-percent horizontal line shows the critical length to be 1100 feet.

- b. The critical length of a +5% grade approached by a 700 foot length of a +2% grade is 625 feet. The chart shows that 700 feet of a +2% grade results in a speed reduction of about 3 mph. The chart further shows that the remaining allowable speed reduction, 15 mph less 3 or 12 mph, will be made on 625 feet of 5% grads.
- c. Where an upgrade is approached by a downgrade, trucks often increase speed in order to make the climb on the upgrade at a higher speed. A speed increase of 5 mph can be considered for moderate downgrades to 10 mph for steeper downgrades. On this basis, the permissable truck speed reduction becomes 20 or 25 mph. For example, where there is a moderate length of 4 percent downgrade in advance of a 6-percent upgrade, a permissable speed reduction of 20 mph can be assumed. For this case the critical length of the 6-percent grade is about 800 feet.

EXHIBIT "A"

APPENDIX D. P. D-5

3

EXHIBIT "B"

Excerpts from

"A Policy on Geometric Design of Highways and Streets"

draft #2

December 1979

Copy right 1979 by the American Association of State Highway and Transportation Officials



CONTRACTOR CONTRACTOR CONTRACTOR

From chapter III - Elements of Design. Part referring to vehicle -operating characteristics on grades. "Passenger Cars.....Studies show that operation of a 3-percent upgrade, compared with that on the level, has only a slight effect on passenger car free speeds under uncongested conditions. On steeper grades the speeds decrease progressively with an increase in the escending grade. On downgrades, passenger car speeds generally are slightly higher than on level sections but local conditions govern."

"Trucks. The effect of grades on truck speeds is much more pronounced than on speeds of passenger cars. Average speed of trucks on level sections of highway approximates the average speed of passenger cars. Trucks show an increase in speed on downgrades up to about 5 percent and a decrease in speed on upgrades of about 7 percent or more, as compared to operation on the level. On upgrades the maximum speed that can be maintained by a truck is dependent primarily upon the length and steepness of the grade and the weight/horsepower ratio, which is the gross vehicle weight divided by the engine horsepower. Other variables that affect the average speed over the entire length of grade are the entering speed, wind resistance, and skill of the operator. The latter two cause only minor variations in the average speed."

"....The truck is able to accelerate to a speed of 25 mph (40 km/h) or more only on grades of 3.5 percent or less. These total data serve as a valuable guide for design in appraising the effect of trucks on traffic operation for a given set of profile conditions."

"Site conditions generally established alinement and grade limitations on intersecting roads. It is often possible to modify the alinement and grades, however, and thereby improve traffic conditions and reduce hazards, particularly on rural highways.

"The gradients of intersecting highways should be as flat as practical on those sections that are to be used for storage space for stopped vehicles, sometimes referred to as storage platforms. Most vehicles with either manual or automatic shifts must have the brakes applied to stand still while the motors are running unless they are stopped on a gradient flatter than I percent."

"The calculated stopping and accelerating distances for passenger cars on grades of 3 percent differ little from the distances at the level. Grades steeper than 3 percent require correction of the serveral design factors of produce conditions equivalent to those on level highways. Most vehicle operators are unable to judge the increase or decrease in stopping or accelerating distance that is necessary because of steep grades. Their normal deductions and reactions thus may be in error at a critical time. Accordingly, grades in excess of 3 percent should be avoided on intersecting highways. Where conditions make such design unduly expensive, grades should not exceed about 6 percent, with a corresponding adjustment in design factors."

From Chapter VII - Arterial Roads, and Streets. Discussion on grades, "The grades selected for an urban arterial may have a significant effect on its operational characteristics. Steep grades affect truck speeds and overall capacity. On arterials having large numbers of trucks and operating near capacity, grades flatter than those in rural sections should be considered to avoid undesirable reductions in speeds. Steep grades also result in operational problems at intersections, particularly during adverse weather conditions. For these reasons it is desirable to provide the flattest grades possible, while providing minimum gradients as required to insure adequate longitudinal drainage in curb sections."

From Chapter IX - At-Grade Intersections. Excerpts from aprt on alinment and profiles.

"Intersections are points of conflict between vehicles, pedestrians, and facilities and hence are potentially hazardous. The alinement and grade of the intersecting roads, therefore, should permit drivers to discern and perform readily the maneuvers necessary to pass through the intersection safely and with a minimum of interference between vehicles. To these ends the alinement should be as straight and the gradients as low as practical. The sight distance should be equal to or greater than the minimum values for specific intersection conditions, as derived and discussed later. If it is not, drivers having difficulty in discerning the actions of other vehicles, in reading and discerning the message of traffic control devices, and in controlling their vehicles."

Excerpt from part on Effect of Vertical Profiles

"The differences in stopping distances on various grades at intersections are the same as those given in chapter III in the section "Effect of Grade on Stopping Sight Distance --Wet Conditions." The differences indicate that grades up to 3 percent have little effect on stopping sight distances, and grades up to 6 percent may be ignored if greast precision is not desired. Grades on an intersection leg should be limited to 3 percent unless the sight distances are considerably in excess of the minimums for stopping on a level grade, in which case the grades shuld not be greater than 6 percent.

From Chapter X - Grade Separations and Interchanges. Excerpt from Over versus Under

"A detailed study should be made at each proposed highway grade separation to determine whether the main road should be carried over or under the structure. Often the choice is dictated by features such as topography or highway classification. It may be necessary to make several nearly complete preliminary layout plans before a decision regarding the most desirable general plan can be reached. Some statements of over-versus-under preference follow, but such general guides should be subordinated to detailed studies of the separation as a whole.

THE PERSON NAMED IN THE PROPERTY OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PROPERTY OF THE PARTY OF

At any one site the governing conditions as to which road should be carried over usually fall into one of three general groups: (1) The influence of topography predominates, and the design must be closely fitted to it, (2) the topography does not favor any one arrangement, and (3) the alignment and gradeline controls of one highway are sufficiently important to subordinate those of the other and, possibly, to adopt an arrangement contrary to one that fits the site topography.

As a rule, a design that best fits the existing topography is the most pleasing and economical to construct and maintain, and this factor becomes the first consideration in design. The chief exception to this is the case where a major road is sufficiently predominant in design to overweigh topographic and crossroad controls. Where topography does not govern, as is common in the case of flat topography, it may be necessary to study secondary factors, and the following additional points of general consideration need to be examined:

- 1. For the most part designers are governed by the need for economy, which is obtained by designs fitting existing topography, not only along the intersecting highways but for the whole of the area to be used in ramps and slopes. Thus, it is necessary to consider alternates in the interchange area as a whole to decide the over-versus-under question.
- 2. There is certain traffic warning advantage on an undercrossing highway. As a driver approaches, the structure looms ahead, makes obvious the upper level crossroad, and gives advance warning of likely interchange connections. In level topography where the overpass highway is built up to cross over a highway at normal ground level, there also is similar warning advantage. Where an undercrossing highway dips beneath a crossroad at horizon level, this advantage is minimized.
- 3. Through traffic is given esthetic preference by a layout in which the more important road is the overpass. A wide overlook is possible from the structure and its approaches, giving drivers a minimum feeling of restriction.
- 4. Where turning traffic is significant, the ramp profiles are best fitted when the major road is at the lower level. The ramp grades then assist turning vehicles to decelerate as they leave the major highway and to accelerate as they approach it, rather than the reverse. In addition, on diamond-type interchanges the ramp terminal is visible to drivers as they leave the major highway.
- 5. In rolling topography or in rugged terrain, major road overcrossings may be attainable only by a forced alinement and rolling gradeline. Where there otherwise is no pronounced advantage to the selection of either an underpass or an overpass, the type that provides the better sight distance on the major road (desirably safe passing distance if the road is two-lane) should be preferred.

- 6. An overpass offers the best possibility for stage construction, both on the highway and the structure, with minimum impairment of the original investment. The initial development of only part of the ultimate width is a complete structure and roadway in itself. By lateral extension of both or construction of a separate structure and roadway for a divided highway, the ultimate development is reached without loss of the initial facility.
- 7. Troublesome drainage problems may be reduced by carrying the major highway over without altering the grade of the crossroad. In some cases the drainage problem alone may be sufficient reason for choosing to carry the major highway over rather than under the crossroad.
- 8. Where topography control is secondary, the cost of bridges and approaches may determine whether the major roadway underpasses or overpasses the minor facility. A cost analysis that takes into account the bridge type, span lenght, roadway cross section, angle of skew, soil conditions, and cost of approaches will determine which of the two intersecting roadways should be placed on structure.
- 9. An underpass may be more advantageous where the major road can be built close to the existing ground, with continuous gradient, and with no pronounced grade changes. Where the widths of the roads are greatly different, the quality of earthwork makes this asrrangment more economical. Because the minor road usually is built to lower standards than the major road, grades on it may be steeper and sight distances shorter, with resultant economy in grading volume and pavement area on the shorter length of road to be rebuilt above the general level of the surrounding country.
- 10. Frequently, the choice of an underpass at a particular location is determined not by conditions at that location but by the design of the highway as a whole. Grade separations near urban areas constructed as parts of a depressed expressway, or as one raised above the general level of adjoining streets, are good examples of cases where decisions regarding individual grade separations are subordinated to the general development.
- 11. Where a new highway crosses an existing route carrying a large volume of traffic, an overcrossing by the new highway causes less disturbance to the existing route and a detour is usually not required.
- 12. The overcrossing structure has no limitation as to vertical clearance, which is an advantage in the case of oversised loads requiring special permits.
- 13. Desirably, the roadway carrying the highest traffic volume should have the fewest number of bridges for better rideability and fewer conflicts when repair and reconstruction are necessary.

MONTH SKILLING SAMON SENDED SENDER STREET IN

Excerpt from Approaches to the Structure-Alinement, Profile, and Cross Section.

"The general controls for horizontal and vertical alinement and their combination, as stated in chapter III, should be adhered to closely. In particular, any relatively sharp horizontal or vertical curves should be avoided. Horizontal curvature that begins at or near a pronounced crest or sag should be avoided. The gradients on intersecting roads at an interchange should be kept to a minimum and in no case should they exceed the maximums established for open-highway conditions. Gradients that may slow down commercial vehicles or that may be difficult to negotiate when icy should be avoided. Reduction of vehicle speeds by long upgrades encourage passing, which is haradous in the vicinity of ramp terminals. Slow-moving through vehicles also encourage abrupt cutting in by vehicles leaving and entering the highway."

highway being less than ideal include lanes and shoulders of substandard width, steep grades, low design speed, substandard intersections, substandard ramp terminals and short weaving sections.

Traffic Factors

Traffic factors that should be taken into consideration in relating traffic volume to operating conditions are commercial vehicles and fluctuations in traffic volume (Peak Hour Factor). Allowance should be made for these variables in accordance with the Highway Capacity Manual.

Levels of Service

(p. 306).

The Ilighway Capacity Manual expresses operating conditions in terms of the following levels of service: A—free flow, with low volumes and high speeds, B—stable flow, but speeds beginning to be restricted by traffic conditions, C—in stable flow zone but most drivers restricted in freedom to select their own speed, D—approaches unstable flow; drivers have little freedom to maneuver, E—flow is unstable, may be short stoppages, f—forced flow at low speeds, usually queues from a downstream restriction.

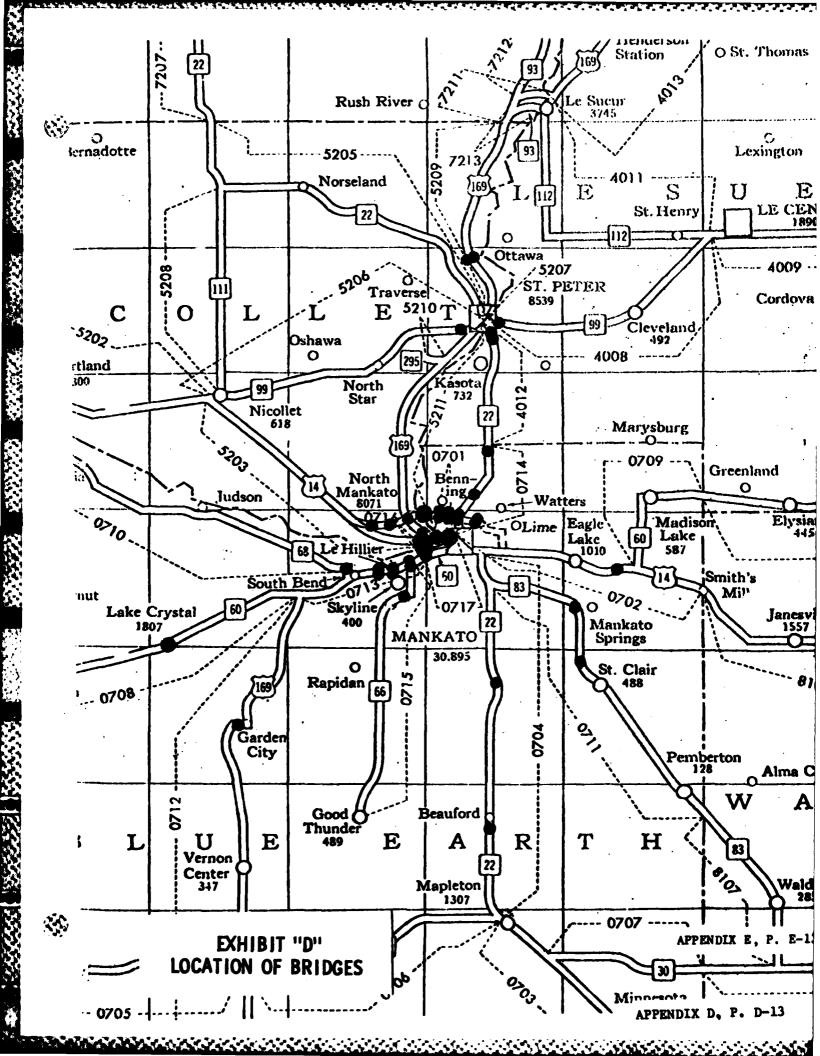
Limiting values for these levels of service are expressed in terms of operating speeds and volume-to-capacity ratios (V/C), or in the case of intersections at grade, in terms of load factors. The relationship between highway type and locations, and the level of service appropriate for design is summarized in table A-5. The highest feasible level of service should be sought. In heavily developed sections of metropolitan areas, conditions may force the use of level of service D for freeways.

Table A-5
GUIDE FOR SELECTION OF
DESIGN LEVELS OF SERVICE

Ref. table G-5, p. 303

Highway Type	Type of area and appropriate level of service			
	Urban and Suburban	Rural		
Freeway	•			
Through Lanes	C	B		
Ramp Terminals	C	B		
Weaving on main lanes	C .	B		
Weaving on C-D roads	C	B .		
Other Arterials				
Main Roadways	C	B		
Weaving Sections	Č	B		
Signalized Intersections	•			
Principal arterials	· R			
Other Arterials	č	B		
Local Roads & Streets	č.	ć		

EXHIBIT "C"





THE PERSON LANGUAGE LANGUAGE LANGUAGE CONTROL STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5

Suite 490, Metro Square Building St. Paul, Minnesota 55101

December 12, 1980

Mr. William W. Badger Colonel, Corps of Engineers District Engineer Department of the Army St. Paul District Corps of Engineers 1135 U.S. Post Office & Custom House St. Paul, Minnesota 55101

Dear Mr. Badger:

We have reviewed your November 18, 1980 letter and the attached November 6, 1980 letter from Commissioner Braun regarding bridge grades and we offer the following comments and background information on Federal Highway Administration (FHWA) policy.

The standards, specifications, policies, guides and references that are acceptable to FHWA in the geometric and structural design and traffic control features of highways are outlined in the Federal-Aid Highway Program Manual (FHPM) 6-2-1-1. The policies and guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) and by the Minnesota Department of Transportation (MN/DOT) together with our FHPM provide the primary policies and guidelines that we use in reviewing the design of a project. These policies and guidelines generally list both desirable and minimum standards. We have traditionally encouraged the use of desirable standards and rarely do we grant any exceptions to the minimum standards. It is stated in FHPM 6-2-1-1 that any determination to approve a project design that does not conform to the minimum criteria can be made only after due consideration is given to all project conditions including the maximum service and safety benefits for the dollar invested.

Your letter specifically asked for our views on the reduced dollars and improved traffic considerations attributed to alternate 1DA when compared to alternate 1CA. Since neither your letter or the attached letter from Commissioner Braun addressed alternative costs it is difficult to be specific in regard to cost. However, the exerpt from "A Policy on Design of Urban Highways and Arterial Streets", AASHTO, 1973 given on page 2 of Commissioner Braun's letter and the above mentioned section of FHPM 6-2-1-1 adequately addresses FHWA's philosophy on project alternative costs. Although it appears the initial cost of alternate 1CA may be more than alternate 1DA, we concur with MN/DOT that alternate 1CA

would provide for both a safer facility and a facility that would serve the needs of the travelling public for a longer period of time.

The second part of your question implies that alternate 1DA is better from a traffic standpoint than alternate 1CA. This is not true. As indicated in Commissioner Braun's letter, alternate 1CA provides for the AASHTO recommended level of service for the design year of this project while alternate 1DA would not. This alone makes alternate 1DA an undesirable choice.

In summary, we find that the MN/DOT, through information presented in Commissioner Braun's November 6, 1980 letter has adequately presented justification in support of building alternate ICA and we would approve this request under our normal Federal-aid highway funding authority.

Sincerely yours,

William R. Lake

Division Administrator

FILMED)

5-84